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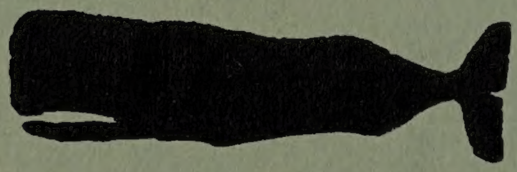

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Scrap Book
Kept by R.D. Wicks
On Board Bk Sea Breeze

Sept 9th 1868

Steamer Alaska Capt Grey

Wednesday September 9th 1868

I arrived in New York to day in company with — Capt Fisher and Mr White. We went on board the Alaska and left the Pier No 42 at 12 oclock we have a Room togather in the first Cabin we took our first meal at four oclock quit a large number of passengers on board mostly Dutch & Irish the Ship is makeing about 10 knots per hour about her useal speed So ends the Day with fine weath

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Thursday September 10th 1868

The Day begins with fine weather and light Breez Breakfast at 8 oclock some of the folks a looking very Homesick and some are very Seasick for my part I do not feel Homesick but I feel very funny about the reagons of the Heart we have got our meal tickets to Day and had Dinner at 12 oclock every thing is very nice in the Saloon and on the Tables my Seat is No 38 the Breeze freshens this after noon and it looks Stormey around the Horizon we are getting near to Cape Hatteras which is the cause of the change in the weather at four oclock we have Supper and knock around ~~to~~ untill night when it rains some some and looks Stormey So I bunk for the night.

Friday September 11th 1868

The day begins with fine weather and light Breeze Capt Fisher & Mr White are feeling quite Sick this morning they suppose it is on account of some Peaches they Eat we passed two or three Sail to day we have our meals at the usual hours the weather continues fine the Capt & Mr White feel Better this Evening they are on deck now it is growing very warm So Ends

Saturaday Sept 12th 1868

The day begins with fine weather and nice breeze Mr White I got a Pack of cards this forenoon but we dont know how to play with them we passed the Aspinwall Steamer last night —

Steamer Alaska Capt Grey

About 8 oclock they lowered a Boat and came on-board brought some papers We had a light Suall of wind and rai this afternoon there is some little swell on this Evening that makes some of the Passingers wi themsefves on Shore the day ends with fine weather

Sunday September 13th 1868

The day begins with fine weather Our Lattitude is 25. Longitude 75 we made 250 miles the last 24 hours We had preaching this afternoon & Evening in the Saloon the day has passed quite pleasantly and ends with fine weather and light Breeze fro the NE See one Sail to day

Monday September 14th 1868

The day begins fine raised land this morning about Eight oclock on our Starboard Beam low la I do not know the ~~t~~ name See Castle Island on our Port Beam this afternoon the weather looks rather rough light Squalls of rain raised land again about four oclock it is the Island of Cub it is on our Starboard Beam at eight oclock the weather looks Squally this Evening with lightni So ends this day

Tuesday September 15th 1868

This day begins with fine weather passed the Islands of Jamaca and Potorico to Day Spoke the Steamer Arizo this morning from Aspanwal to New York passed a Bark flying the French colors Day ends fine

Wednesday September 16 1868

This day begins with fine weather we are expectio to get in to Aspanwal tomorrow So they have been weighing Baggage to day 10cts per lb for all over 100 lbs this afternoon there is a light breez from the NE & very hot So ends this day very warm

Thursday September 17 1868

This Day begins fine and very warm raised land th morning about 10 oclock got alongsid the wharf about 2 oc left Aspanwal for Panama about 4 oclock arrived at eight and went onboard the Colorado arrived at 9 oclock at night Room 47

Steamship Colorado Capt

Friday September 18 1868

The day begins fine & very hot Thermometer Stands at 82 Deg in the Shade we are onboard the Colorado this morning the lays at an anchor in the bay I have been ashore this afternoon came here being caught in a thunder Shower the Thermometr Stands at this afternoon at Six oclock we are still at anchor there is a Whale Ship just came to an anchor off here I do not know her name the Day ends very hot & Sultry

Saturday September 19 1868

The day begins fine with a light breeze from S.W weighed anchor last night at 12 oclock passed out of Panama Bay this morning at daylight passed the Steamer Golden City about 10 oclock to Day recieved ur tabel tickets to day Brekfast at 9 oclock Dinner t 12 & Supper at 5 Saw a Hump Back Whale & Several Cowfish to day the day ends fine land on our St Beam

Sunday September 20th 1868

We are still in sight of Land this morning this after-noon is quite Squaly with thunder and rain there has been a meeting in the Saloon to day and again this evening the weather has cleared up this evening and the day ends fine with light Breeze from the W.N.W

Monday September 21st 1868

Fine weather this morning & light breeze from the N ne of the Children belonging to a Stearage passenge died this morning and was buried at 12 oclock to day the weather continues fine untill evening it begins to look Squally think we will have Some rain to night another Child died this afternoon in the Second Cabin to be burried to night at Sunset

Tuesday September 22nd 1868

The day begins very hot & close very little wind the Ships crew have been drilling the fire alarm to day I have made the acquaintance of Mr Alvin Nye to day Second Officer of the Colorado he belongs in N Falmouth there is land in Sight on our St Beam also the Volcano Diablo burning on our quater it looks very much like a Storm this evening think we will have Some rain the Day ends very hot Thermometer Stands at 9

Steamship Colorado Capt

Wednesday September 23rd 1868

We are just two weeks from New York to day it See to me as if I had been away from Home to years how much I would give to hear from Home to night I am in hopes to have a lette from Home before I go North how long this passage seem's to me it is so hot here in t day time that I cant Stir round much & at Night I dont dare to Sleep on deck it is So Sickly in these latitudes we are haveing very ni weather to day has been very fine we have be sailing along clost to the Shore to day the lan is a part of Mexico Thermometer Stands at 91 in the Shade to day So ends

Thursday September 24th 1868

We are still in sight of land to day expect to come to anchor at Accapalco to morrow the weath continues fine & very hot the Thermometer is Seldo below 91 in the day time saw a school of Small Spe Whales to day latitude 11dg 52m N

Friday September 25th 1868

We arrived at Acapulco at ten oclock to day we Stoped here for wood water Coal & beef plenty of frui Shells & birds here very hot here Thermometer Stands at 77 this morning this afternoon is fine and a little bit cooler we got underweigh at five oclock and are now on our way again So ends

Saturday September 26th 1868

This day has been fine except a thunder Shower passed the Opposition Steamer this afternoon with large crowed of passengers on board saw a large school of poporse land in sight to day Thermom Stands at 87 to day quite cool this Evening So ends

Sunday September 27th 1868

Fine Wether to day crossed the Gulf of Calafornia to day no land in sight to day Regular Service this afternoon & Evening on board So ends

Steamship Colorado Capt

Monday September 28th 1868

The day begins fine raised [illegible] seen Cape Lucas saw one [illegible] Thermometer stands at 82 to day [illegible]

Tuesday September 29th 1868

This day begins with fine weather and light Breezes from the N W the weather is growing cooler now every day it is quite comfortable we passed [illegible] Island this morning we are a little later than usual this trip so they are makeing up for lost time this evening is very pleasant with a nice cool breeze from the NW so ends Lat 25-36 N Long 112 West

Wednesday September 30th 1868

This day has been fine with cool breeze from the North Thermometer stands at 72 to day saw a school of Blackfish to day the day ends with strong breeze from North.

Thursday October 1st 1868

[illegible] day [illegible] begin another month very fine weather to day almost a calm passed a Schooner to day the [illegible] Thermometer stands at 70 to day full moon this evening & all hands are promenading day ends fine

Friday October 2nd 1868

Light rain this morning close to land saw a steamer this morning in shore of us [illegible] out of sight astern at five oclock [illegible] whales to day Thermometer stands at 69 [illegible] Lat [illegible] N day ends cloudy signs of rain

Saturday October 3rd 1868

This morning is quite thick and foggy [illegible] fire was raised last night but did not amount to anything saw several whales this morning [illegible] this morning we made the wharf at San Francisco and went on shore so [illegible] to the Colorado ——

American Exchange Hotel San Francisco Cal.

1868
Sunday 4th I arrived here in Sanfrancisco at the
[illegible] at the American Exchange Hotel at twelve
o'clock yesterday to day is Sunday I have but
[illegible] [illegible] to see the City to day
[illegible] [illegible] fine buildings here it seems to
[illegible] tired now I have been writing to
[illegible] letters for [illegible] & one for [illegible] the weather
has been fine to day I feel quite tired to night
Monday 5th To day has been one of general excitement
I have been to visit Museums this afternoon
and to the Alhambra this evening I went
at half past seven and got back at twelve
o'clock I liked the plays first rate it is first
time I ever went to a [illegible] coming back I
met a Torch light Procession which was quite a
sight I am going to finish my letters to night
Tuesday 6th
To day I have been quite busy this
foornoon I visited the City Gardens saw quite
a large collection of wild Animils but this
afternoon I went to the Woodward's Gardens
[illegible] [illegible] [illegible] to see there is a large
Museum in the Garden that has a [illegible] of
Bird Animils & Insect [illegible] [illegible] [illegible]
Elephant Stuffed besides all kinds of Beasts
& fowls on the Grounds Alive this evening
to the Theater again & see a piece play
called Rip Van Winkle [illegible] I [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] I have written
two letters to day & sent Home one to mother
and one to Lizzie the Post Office here is
a large building and has 1500 boxes in it but it
is time for me to retire
Wednesday 7th
This morning we are getting ready to go
on board the Montana she was to have sailed
at ten O'clock but the time has been put off
untill four O'clock so we look around to pass
the time it seems to be quite a lively place
here plenty of Gold and Silver in the [illegible]
around it looks good any how if it dont [illegible]
to a fellow but here it is four O'clock when
we take a coach go down to the Boat and
at half past four we cast loose frome the wharf
and bid farewell to San francisco at Eight O'clock
I go to bed [illegible] and on on [illegible] [illegible]

Steamer Montana Capt Godfrey

1868

urday 8th This day begins fine with a fine breeze from the West we are going along under Steam and Sail this after noon the wind is at N.W. & very light to day noon we are in Lat. 36-32 Long 124 - 131 miles from San francisco day ends fine Course S.W x W.

nday 9th The day begins with a thick fog and calm we are still Steering S.W x W. made 182 miles the last twenty four hours rather slow work for a Steamer it seems rather lonesome aboard here there are so few Passengers only two Ladies the air is quite cool here now we are very near the track of the Northern Traders now the day ends fine with light breeze S.W.

nday 10th

The day begins thick and foggy with a whole-sail breeze we are carrying foretogallant sail & fore top and lower Studding Sails and light Steam made 200 miles at last reckoning this afternoon there is quite a strong breeze from the North the Ship is light and rolls quite heavy day ends Steering S.W.

nday 11th

We have a strong steady breeze this morning and Cloudy no Observation to day it being quite thick at noon this afternoon the breeze has died away some and cleared up but she continues to roll heavy we have had no Service to day because there is now Minister aboard day ends Steering S.W x W

Monday 12th

This morning there is a light breeze from the N.West made 170 miles to day Lat 30x00 Long 126- this after noon the wind has hauled around South So we have taken in all Sail and going by Steam makeing Slow work day ends fine

esday 13th

This morning we are Steaming along at the Rate of Seven miles per houre the water is Smooth as glass there is a ded calm all day to day we have made 168 miles to day ends calm

Wednesday 14th

This morning is calm the weather is very warm nothing in sight we have made 168 miles to day the weather continues to grow warm this after noon there is a light breeze from the East Lat 27-15 N. Long 141-25 West

Steamer Montana Capt Godfry

1868

Thursday 15th

This day begins fair with a light breze from the South East we have made 167 miles to day we have not seen a single Sail since leaving San Francisco we go ver slow this afternoon is calm so Ends

Friday 16th

The day begins very calm and very warm all day long the Sea has been as smooth as glass if I was in a sail vessel I dont kn what I should do in this calm but we mo very slow for a Steamer day ends calm

Saturday 17th

Day begins calm with warm Sunshiny weather we are still poking along slowly nothin to do & nothing to pass the time with day Ends ca

Sunday 18th

This morning there is a light breeze directly ahead so it does not help us any no hinder us so it is not much account anyho we are expecting to se Land tomorrow night how strange it seems to me to be so near the Sandwich Islands it seemes as if I was jus going Home I think it was only last week that I was at the Islds getting ready to go Home after four years of everything Expecting Hope & thinking & building Air Castles & now here I be back at the place I started from what would I give if I had stayed here instead of going Ho but Man Propposes & God disposes Such is life

Monday 19th

Fine weather to day this morning the is a light breze from the N East this afternoon the breze freshenes all sail out steering S W by West Land in sight at Six oclock raised the Island of Wauhoo at 10 oclock Monday night day Ends fine breze

Tuesday 20

Close to Land this morning see several Whalers laying of the Harbor got to the wharf at nine oclock this morning took my Trunk & went Ashore & up to the Sailors Home Six dollars per week for board

Sailors Home Honolulu S. I.

1868

dnesday 21st We arrived at Honolulu this morning I am boarding at the Sailors Home Some of the Arctic fleet have arrived but most of them are Still to come

ursday 22nd

I am Still ashore I have Seen on of my ship mates from the Sarah to day the Ship Three Brothers arrived to day

iday 23rd

To day has been one of general excitement caused by and outbreak at Harwaiia three Companies of Soldiers have gone from here this afternoon I went Shooting Peigons found them plenty

aturday 24th

I have been onboard the Ship Three Br.. this morning to S Mr. Gifford and Frank Hoyie this afternoon I have been out to Crehe Shooting Peigons again I had a nice Gun & there were plenty of birds Mr Potter went with me we got back about Seven Oclock

unday 25th

To day has been quite pleasant though warm I have been to meeting this evening at Fort Street Church they have got a new Minister in place of Mr. Corwin who has gone to preach at Oakland California

onday 26th To day I have been out to shoot Duck I See quite a number of them but they fly late at night here instead of early in the morning the same as they do at Home

sday 27th

To day I have done nothing but walk the Streets & wish the Sea Breeze would come

dnesday 28th

This morning I have walked about until eleven Oclock I went aboard the Three Brothers and Stoped about two hours

ursday 29th

To day I am buisey as usual doing nothing it is very warm here & what little wind there is is from the Southard

Friday 30th

Last night we had quite a Shower of Rain & this morning the Trades have come down quite Strong So there will be plenty of Ships in now the A J Pope came in to day

Sailors Home Honolulu S. I.

1868

Saturday 31st This morning there is a fine breeze from the N East & quite a number of Ships are of the Harbor waiting to come in the are the Onward & two Dutch Ships there are no Ships in Sight to day I sent two letters Home to day

Sunday 1st

November 1st 1868

Several Ships have come in to day they will soon be all in now it has been very warm to day I went to meeting at Fort St Church this evening Capt Fisher was there

Monday 2nd

I have ben cruising around the Wharves most all day to day watching the Ships come in five came in to day this evening I went to ride with Frank Hoyt

Tuesday 3rd

This morning it has rained Steadily but one Ship has come in to day

Wednesday 4th

Very warm to day with light winds from S West two Ships came in to day

Thursday 5th

Light Breeze to day Iolani Josephine Eagle & Benj Cummings came in to day

Friday 6th

This morning light breeze from S West Europa came in this morning nine more out Side

Saturday 7th

Steamer Idaho arrived this morning bring news of an Earthquake in Sanfrancisco & the U S Mailes I expected to get a letter from Home but was disappoin but disappointments mark our every day life so let it go for as much as it is worth

Sunday 8th

Very warm to day been to the Bethel this morning and Fort Street Church this evening no Ships to day

Monday 9th

Ship Rainbow arrived here to day from Lahaina to Its Oil

Tuesday 10th

Bark D C Murry arrived from Sanfrancisco to day U S Steamer arrived very warm light Southerly winds

Wednesday 11th

Southerly winds to day no Ships in Sight

Thursday 12th

Winds Still to the South and very warm

Sailors. Home. Honolulu S. I.

1868

riday 13th very warm to day light Southerly winds no Ship to day I have been riding this after noon

hursday 14th Steamer Idaho Saild to day carrying the U S mail Wind holds South

rday 15th I have been at Home all day to day no Ships in Sight to day Southerly winds

unday 16th At last we have got the trade winds and now we look for Ships very Soon

uesday 17 BK Sea Breeze arrived to day with 100 & Ship Oahu 100 Oile 450

ednesday 18th Clipper Ship outside the reef Small Pox aboard from Sanfrancisco bound to China Light Trades to day

ursday 19th Strong trades to day very dry and dusty Ship Adaline Sailed for Home to day

iday 20th Ship Cornelius Howland arrived to day I have been to ride out to Diamond Head to day

turday 21st Things are very quiet to day I have been out walking untill I got tired So took a nap

undy 22nd Everything is very quiet about town to day light Trades

nday 23rd I have been to ride this after noon went up on Punch Bowl Hill Strong Trades to day

sday 24th Ship Champion Sailed for Home to day Strong trades and very dusty

ednesday 25th Light Southerly Winds to day and hot and dusty

ursday 26th This morning we have the trades again very warm to day

iday 27th Fine weather to day and very warm Southerly winds this after noon

turday 28th Kings Birth day to day

day 29th Fine weather

Bark Sea Breeze E. A. Fisher Master

1868

Monday 30th

We have commenced work onboard the Sea Breeze to day we have Seven men employed in clearing up the Hold ready for Stowing So ends

Tuesday Dec 1st

Fine weather to day we are at work Stowing the Hold and tearing down Tryworks So ends

Wednes 2nd

Strong N.E. trades to day We are laying alongside the wharf men at work on the Tryworks and odd jobs 12 men hired So ends

Thursday 3rd

Strong N.E. Trades to day Some rain Still alongside the wharf men employed in Stowing fresh water & odd jobs So ends

Friday 4th

Raing & Squally this morning all hands buisy getting ready for Sea So ends

Saturday 5th

Strong Breeze's from N.E. to day men at work on the head Stays mason building the Tryworks So Ends

Sunday 6th

Very light winds to day and warm Sunday to day and very quiet

Monday 7th

Strong trades today men employed in fitting the Ship for Sea

Tuesday 8th

Light trades to day getting ready for Sea building trywoks &c

Wednesday 9th

Light trades to day commenced painting Ship to day out Side So ends

Thursday 10th

Light Southerly winds this morning this afternoon Light trades finished painting to day

Friday 11th

Light trades to day Kings berth day to day no work on Ships to day

Saturday 12

Light trades finished work to day all ready for Sea

Sunday 13

Strong trades to day

Bark Sea Breeze C W Fisher Master

868

nday 14th

Light Southerly winds to day we left the Port of Honolulu this afternoon towed outside the Reef with the Tug stowed Anchors & Set the watch at Seven day ends light breeze Steering N W x S

esday 15th

Light winds this morning all hands busy getting the Boats ready for Whaling Carpenter mending the L-Boat day ends with fresh Breeze from N-East

ednesday 16th

This day begins with Strong breeze from the N East the watch is employed setting up the head Stays this afternoon light winds and heavy Swell day ends

ursday 17

Light variable winds to day watch employed at odd Jobs day ends with light breeze from N West Course N.E. East

riday 18

To day we have steady breeze from N.East watch employed at various Jobs Carpenter mending the B Boat day ends with Strong breeze from N East Lat 24x55 Long 157x54

aturday 19th

This morning is calm all hands busy bending an old Fore & main Top Sail Course N-East

unday 20th

Strong breeze from N-N-West & Squally double reefed fore & Single reefed main top Sails Steering N E by East day ends with Strong breeze

onday 21st

This morning Strong breeze under double reefed top Sails this afternoon the wind freshens close reefed fore topsail took in the jib & main Sail Lat 25x50 Long 150x26

esday 22

This morning Strong wind & heavy sea Stove S B Boat on the cranes this afternoon the wind continues Strong and reefed top Sails & foresail took the S B Boat on deck Steering N E by East

Bark Sea Breeze C. W. Fisher Master

1868
Wednesday 23rd
This morning the wind is moderate Set
the fore and main top gall^t Sails Steering
by the wind headin E.N.East day ends fine
Thursday 24th
Light winds and Squalls of rain to day
watch employed Setting up Backstays Course
NE by East Lat 27-08 Long 145=25
Friday 25
Light breeze and fine weather this
Morning Setting up Bow Sprite Guyes
and other Jobs Day ends with fine
breeze Steering N East by East
Saturday 26th
Fine weather Strong breeze this Morning
took to Gal Sails this afternoon Set the
top Gall Sails passed a Sail Steering S.W.
day ends fine Steering E N East
Sunday 27th
Strong breeze & Squally this Morning
Steering E by N-half N day ends Strong breeze
Monday 28th
Fine weather this Morning the watch are
employed in breaking out the after-
Hatch took the Bow Boat on deck for
repairs day end with light breeze
Tuesday 29th Lat 27-5-6 N Log 129-48
This day begins with a calm this after
noon their is a light breeze Steering E N E
Wednesday 30
Light breeze & fine weather to day
no change So ends
Thursday 31st
this day begins with Strong breeze we are
running down Salt water for ballest to day
January 1869 ends with light breeze
Friday 1st
Light breeze this Morning Steering by
the wind day ends fine
Saturday 2nd
Strong breeze this morning Steering
bye the wind Lat 26- Log 117-14

Bark Sea Breeze C H Fisher

Sunday 3rd

This day begins with light breze Saw the Land this morning one point on the Port Bow this after noon See two Whales Hump Backs lowered but got nothing day ends Steering S-East

onday 4th

This morning light breze See two Hump backs lowered but found them very Shy day ends Steering S-East

uesday 5th

This day begins calm See Several Hump backs going quick day ends with light breze Standing off Shore

ednesday 6th

This morning has been a calm Saw Whales this afternoon but found them Shy Day Ends with light breeze land on the Port Beam

Thursday 7th

Light winds & calms to Day throught

riday 8th

This day begins with light breeze See a School of Blackfish lowered for them & got four Day Ends calm

atuaday 9th

This morning is calm one Sail on the Port quater Day Ends light breeze

Sunday 10th

This day we have Strong breeze & fine Clear weather throught the day

Lat 32-15 N } Long 106-46 W }

onday 11th

Calm's & light winds to day See Several Hump-backs lowered but got none Steering SW-by West Short Sail

Tuesday 12th

Day begins with light light wind came to Anchor off Isabella Island at ten A.M in 18 fathom Water lowered for for Whales Waist & S B Boat's Struck & Irons drew Bow Boat by & loose Whale day Ends fine

dnesday 13th

This mornin fine weather & calm lowered for Whales L. Boat Struck & parted the line & Sunk the Whale day Ends with light breze & rain

January 1869

Thursday 14th Strong breze this morning lowered for Whales Waist Boat Struck one parted the line & lost the wale day Ends fine

Friday 15th Light breze this morning Boats cruiseing for Whales off Shore carpenter mending the Bow Boat Day Ends with Strong wind from N-Ea

Saturda 16th Fine weather & light breez this morning lowered for Whales Waist Boat Struck one got him to the Ship L.Boat Struck another & Sunk him day Ends blowing Strong

Sunday 17th This day begins fine lowered for Whales S.Boat Struck & Irons drew Day Ends with fine weather & light breze

Monday 18th Day begins with Strong breze lowered for Whales S.Boat Struck Sunk the wale Day Ends with light breze

Tuesday 19th The Day begins with light breze & Rain thi afternoon the wind freshens & heavy Sea from S.East at Seven P.M called all hand & took the Anchor & hove the Ship to under double Reefed Main Top Sail & Fore t Stay Sail Day End Blowing Strong

Wednesday 20th This morning light breze with Squalls of Ra Steering S.E. by East Day Ends nearly calm

Thursday 21st This day begins with & calm lowered for Whales but got none day Ends fine

Friday 22nd This morning a light breze from the N-Ea Steering S.West So Ends

Saturada 23 To day we have a Strong wind from the North throught we are beating up along the Shore So Ends

Sunday 24th Fine weather & light breze to da Still beating up the Coast

Monday 25th Day begins light breze & Ends the Sam beating up the Coast

anuary 1869
uesday 26th

Light breze & fine throught Steering bye the Wind

dnesday 27th

Calm weath to day throught See B- Fish lowered & got fiften

rsday 28th

Fine weather to day Stood inshore & Came to Anchor in 12 fathoms Water

iday 29th

Light breze to day lowered the Boats & went up the Bay Cruising for Whales See very few

turday 30th

Fine weather throught the day Boats Cruising for Whales

nday 31st

Day begins with light & Ends with Strong

bruary 1869 breze Boats cruising for whales
nday 1st

Strong breze throught the day Boats off all day See nothing

esday 2nd

Strong breze to day took our Anchor at Seven A.M. beat up the Coast & Came to Anchor at Seven P.M in 10 fathoms of water

dnesday 3rd

Day begins with light breze Sent three Boats inshore after Whales loosed the Fore top Sail in hoisting the Sail the tire partied & carried away the Yard Sent it on deck day Ends fine

rsday 4th

This day comences with Strong wind from the East got underweigh at Seven A.M. & beat up the Coast & Came to Anchor at Eight P.M. in Eight fathoms of watter So Ends

iday 5th

Light wind this morning lowered three Boats & towed the Ship inshore at three P.M. the Ship Struck on a Sand flat & lay one hour got out the Anchors & hove her in to deep water tried the Pump but found nor water So Ends

February 1869

Saturday 6th To day we have fine weather throught thre Boats in shore after whales Sent up a new Fore top Sail Yard to day So Ends

Sunday 7th Light breeze this morning & fine weather all the Boats cruising for whales See very few & wild day Ends with Strong breeze

Monday 8th This morning light breeze from the East Boats have been cruising See few whales at three P.M wind hauled to West North West & blows Strong Boats came aboard at ten

Tuesday 9th This morning the wind has moderated Some See very few whales to Day las part wind freshens from W N West So End

Wednesday 10th Light winds & calm's throught no whales in sight to day

Thursday 11th Light breeze first part See whales in side the reef 1 Boat Struck one got him alongside & finished cutting So En

Friday 12th This day begins calm no whales in Sight Started the Try works the last part wind freshens from the west.

Saturday 13th This day begins with light breeze a ten A.M took our Anchor & Kept aw Steering S East no whales to day

Sunday 14th Light breeze & fine weather to day Steering along the Coast to South.

Monday 15th This morning made the Mariah Islan & came to Anchor in forty fathoms

Tuesday 16th This day is fine weather throughout Stowing down Oil & getting of wood

Wednesday 17th This day begins fine took our Anchor & made Sail See Sever whales in shore Steering S W by West bruary 1869

ursday 18th This day first part is fine weather watch employed in fixing the Rigging course SW half South Lat 19-50 S Long 109-40—

iday 19th The day begins fine Saw the Island of Socorra lowered for whales see very few Shortned Sail to cruise So Ends

turday 20th To day all the Boats have been in Shore cruiseing for whales see very few & wild

nday 21st To day the Boats have been after whales again See very few & Shy Came aboard & Ship kept of Steering W by S half So

nday 22nd To day we have light breeze throughout See no whales to day

esday 23rd This morning See the Clarion Island lowered for whales Struck one took to the Ship & Cut in

dnesday 24th This day all the Boats have been in Shore cruiseing for whales this afternoon Ship came to Anchor

ursday 25th To day we have See plenty of whales but very Shy unpossiable to Strike

iday 26th To day first part lowered for whales but them to wild So took our Anchor & kept away

turday 27th This day we have fine weather throughout Steering West by South

nday 28

arch 1869

29 Castly winds this Day & light weather
nday 1st employed Setting up Rigging

30
day 2nd This Day first part fine last part Squally
Course W by S
31 Lat 18-54 Long 125-W
3rd fine weather throughout

March 1810

Thurs 4th All these 24 hours is fine weather mending Sails to Day Course W by S

Friday 5th Light Easterly winds to Day Watch employed in Ships duty Course W

Saturd 6th Fine weather throughout

Sunday 7

Monday 8

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January 8th 1871

Big Chro Slow $\overset{m}{15}$ - $\overset{s}{33}$

January 22nd 1871

Big Chrom Slow $\overset{m}{17}$ - $\overset{s}{25}$

Looseing 8 Seconds & 4/10 Daily

January 23rd

$$\begin{array}{r} 8 - 4/10 \\ \hline 17 - 33 - 4/10 \end{array}$$

January 24th

$$\begin{array}{r} 8 - 4/10 \\ \hline 17 - 41 - 8/10 \end{array}$$

January 25th

$$\begin{array}{r} + \quad 8 - 4/10 \\ \hline 17 - 50 - 2/10 \end{array}$$

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At Daylight made the Island of Oahu
Capt Bisher came aboard kept away for Loi

27

Light winds throughout crew employed
in Sail mending   Wind. at Course E b S

28

Strong wind throughout the Day crew
employed at odd Jobs   Course East
          Wind N.E.

29

Light variable winds to Day made the Islan
but Did not Anchor

30

This morning took a Pilot & came to
Anchor in Loi Harbor

31

Commenced breaking out for water good
weather through the Day

1

First part light last part Strong
breezes off Shore

2

To Day about the Same

3

Fine weather & all quiet

4

commenced breaking out oil

April 5th 1870
First part fine with Sea Breeze last part Strong with Land Breeze employ
on Oil

Wednesday 6th
To Day we are very busy breakin
out and Stowing Back fine wea
all Day no Potoes yet

Thurs 7th
To Day we are at it again
& finished up the lower Hold for
the Oil between Decks Ready for the
Schooner

Friday 8th
To Day we have not done
work [illegible] [illegible] [illegible] washed
Ship all over this afternoon

Saturday 9th
This morning it blows like fury
the Port Hawsepipe give way let go the
Anchors & got them foul took all
to clear Chains Think I came very
Sun 10th Swearing to Day

Capt has gone to [illegible] left me
to look out for the Ship

Mon 11th
Put all our Oil onboard the
Schooner Mirilda to Day bound fo
Honolulu

Tues 12th
Left [illegible] to Day bound fo
Oahu

Course
Wind

Wed 13th
Arrived at Honolulu this morning
Eight Oclock Capt Fisher went as
& Mr [illegible]. Mr Sherman came
off this afternoon

ni 1850
urs 14th

I went on Shore this Morning at 10 O'clock intend to Stay untill to morrow Mr North went aboard

id 15

This afternoon at 2 o'clock I went aboard the Ship found some new hand's aboard Regular rangers Ship all ready

l 16

This Morning we are laying off & on Honolulu Harbor at four A.M. Capt Gray came aboard we kept of & made Sail Steering for Atoi good weather all Day

nd 17

This morning at Daylight made the Island of Atui ran the Ship down to the Church Sent a Boat on Shore for Trade but found a heavy Swell rolling in So kept of for the West

nda. 18

At Daylight this Morning found ourselves to leward of the Island So kept away for the North watch employed bending New Sails & getting Boats ready

Course West
Wind N.East,

sday 19

To Day we have fair weather and Steady Breeze throughout I have been at work all Day on My Boat mending her & Painting her

Cours N.W—
wind N.E—

s 20th

This morning the weather is quite Squally but this afternoon has cleared up So I have finished My Boat & She is all ready for whaling

Course N.W
Wind. East

21st

To Day we have have had a Steady wind all Day Signs of Bad weather to night

Course West
Wind East

April 187
Friday 22nd

This Day begins with Rain &
continues So hall throughout the
I have been Very busy to day
doing nothing except boil a Sma
[illegible] of bone this afternoon the win
is hauling to the North we
we have been making to East
ever Since we left Honolulu & th
it is about time we hauled
up a little more for the No
the weather is So warm here I Sh
be glad when we get where it
cooler Although I fairly dread the
passage to the North but the So
we get there the Sooner it will
over with but I am writing
big place to night I expect I Sh
write again for a week to make

Saturday 23rd
Course W
Wind N.

This Day comes in the first pa
With a Strong breeze & Clear wea
We are running along under a
Sail & makeing about 10 kno
per hour I have made a ne
Ramrod for my Gun to Day an
made a new line cover for th
[illegible] line take it all toge
this has been quite a pleasant
Day Capt Gray has told the Cooper and
Black Smith to wear clean clothes
when they [illegible] into his Cabin
to eat their meals he is a ver
particular man about Some things
but alltogather I like him first
rate So far but I can't te
better how I like him after w
have been North for that is
place that [illegible] a man out
and [illegible] just what he is
but I guess if anybody Shou
happen to read this book th
would laugh

Course W by N
Wind N.

il 2 1870
ay 24th

We are running along with a fine breeze on our St Lautin this morning making about eight knots per hour it has been very nice weather all Day to Day but this evening looks a little Squally we have been Steering well to the North the last few Day but do not percieve any change in the Atmosphere yet but I guess we will See a difference in about two Days more if the wind holds Mr Sherman has painted his Boat to Day it has been Such nice weather the Capt did not like the idea at first but finely thought it best for we are not certain of get another Such a fine Day in these Latitude's every thing Seems very quiet abroard the Ship lately I dont know how it is but Some how I feel lonesome lately Mr Worth has gone out of my watch now So I dont have any body to Gamm with but the Boat Steerers and there is not much fun in talking with them

Course N.W. by N
Wind E. & N. Ea

The Barke Sea Breeze Bound to the [illegible]

Friday the 6 of May 1870

The first part of these 24 hours light winds from WNW & cloudy ship close hauled heading [illegible] under all sail employed in fitting a [illegible] abaft ~~the~~ the [illegible] the 4th man has got up the crow nest forward for the men to stand in to look out for whales and he has fitted up the fore hole and getting the whaling craft ready for cutting a whale & so forth the middle part light winds from [illegible] & cloudy ship close hauled heading [illegible] the latter part light breezes from [illegible] & fine [illegible] steering ship [illegible] under all sail [illegible] two [illegible] to go from one house to the other

Lat by obs 50 02 [illegible]
Long by chro 171-20 [illegible]

Saturday the 7th of May

The first part of these 24 hours light winds from East & cloudy steering ship [illegible] under all sail employed in breaking out water the [illegible] man has got his [illegible] next [illegible] all ready now I believe to take whales am in hopes to get [illegible] 15 hundred barrels whales that is 15 whales that will [illegible] one hundred barrels a peace and if we should be so luckey as to get this quantity of oil will make us a good seasons work and be thankfull for it. the middle & latter part light winds from SE & SSE & cloudy steering ship [illegible] under all sail at 5 P.M [illegible] the main sail & got it down on deck lashed it up side the foremast.

Lat by obs 52-10 [illegible]
Long by chro 170-30 [illegible]

Sunday the 8th of May

The first part of these 24 hours light winds from SSE & cloudy steering ship [illegible] under all sail to [illegible] [illegible] [illegible] [illegible] [illegible] also covered the top of the [illegible] house with canvass & tar it to keep the water out when it rains the [illegible] man is doing small [illegible] about the ship [illegible] in the main [illegible] the main topmast [illegible] all [illegible] [illegible] the ship [illegible] the latter part the same steering ship North under all sail [illegible] thing [illegible]

Lat by obs [illegible]
53-52 [illegible]
Long by chrotton in 170-3[illegible]

on a Whailing cruise W^d P Gray Master 1870

Monday the 9^th of May 1870

The first part of these 24 hours light breezes from South & cloudy steering ship N by E under all sail quite tiresome to do nothing going on about being the last part of Sunday as the first part of Monday is all ways the last part of Sunday at sea the sea day beginning 12 hours sooner than the ship's account the middle & latter part the same & cloudy steering ship N by E under all sail employed in mending old sails & doing small jobs about ship washed my squirrel skin jacket to day
Lat by Obs at 12 P.m, 56-23 N^o
Long by Chro 2 P.m, 170-48 E

Tuesday the 10^th of May 1870

The first part of these 24 hours light winds from SE & cloudy steering ship N by E 1/2 E, under all sail employed in rigging up an old flying studding sail to mend fore top sail with killed a Bullock to day making three that we have killed since we left port got one more shall keep him as long as the hay last the middle & latter part the same at 4 P.m, thick fog steering ship North by E, at 7 a.m saw ice shortened sail and worked ship through it to the Eastward & Westward scattering ice all the latter part all along as the ship stood along on her course at 10 P.m, width of a dark thing called
Lat by Obs at noon 58-04
Long by Chro at 10 am 171-17 E

Wednesday the 11^th of May

The first part of these 24 hours fresh breezes from S E & cloudy thick fog steering ship N E, under top sails running ~~through~~ through scattering ice most of the time the middle part ship lying back most of the time under double reeft top sails heading off E, with snow & rain attended with a thick fog during E by E, the latter part fresh winds from the same & cloudy thick fog with snow at times ship under short sail on the Eastern tack most of the time at 10 a.m came up with the ice wore ship and stood off 5 hours wore back again heading East & E S E wind south ship under top sails
Lat by acct 60-10 N^o
Long by Chro 175-20 East

Thursday the 12^th of May 1870

The first part of these 24 hours light wind from south & thick fog most of the time ship heading East & E S E, under top sails going with a heavy swell a going from south to S E, killed 3 pigs to day to put into ~~sa~~ sausage meat the middle & latter part the same ship under short sail off & on the ice 11 a.m stood ship into the ice 3 or 4 miles, some of it quite heavy thick fog most of the time Long by acct 178-30 East Lat by acct 62-[illegible]

Barke Sea Breeze of New Bedford Bound to Artic

Friday the 13d of May 1870

ice The first part of these 24 hours light airs from S.E. & E.S.E., ship under short sail on diff tacks off & on near the ice at 4 P.M., run into the ice a small place saw some quite heavy ice and most of i seamed to be quite rotten to day cut up three logs into sm meet the middle part the same the latter part fresh w from W.S.W. & cloudy ship under short sail heading into

saw 2 sails the ice at 10 a.m., wore ship & run out of the ice, found the ice quite heavy about 8 miles into it the ice got heavy wind began to increase thought it best to run out of the ice as we see nothing but snow and then a se also we tore sails off from the ice heading to the n & westward

Lat by obs acc 60-40
Long by acc 176-10

Saturday the 14d of May 1870

ice The first part of these 24 hours ~~six~~ strong winds from N.E. & thick with snow most of the time ship under short sail on different tacks

Blowing a Gale from N.E., with snow near the ice in company with 2 other ships ship on diff tacks between 2 points of ice the middle & latter part thick weather at 5 P.M., blowing on from N.E., thick with snow at 7 P.M., Blowing heavy from N.E., ship under close reefed top sails lying with fore top sail aback all through the night on short tacks near the ice at 4 a.m. more mod-erate at 7 a.m. ~~set~~ turned one reef out of main top sail at 8 A.M., spoke the Barque Clarnar Crocker of N. Bedford 23 months out with 1200 Bbls of oil ship on short tacks near the ice

Obs none

Sunday the 15d of May 1870

The first part of these 24 hours light winds from N.E., & thick with fog & snow ship under short sail on short tacks near

Spoke a ship the ice lying aback most of the time on one tack to the windward under short sail lying aback also in company with the Barke Clarnar Crocker of New Bedford Capt of her & his lady wife came on board of my ship all day went on board of his ship about 7 P.M. the middle & latter parts the same Lat by acc 61-13

Long by acc 165-14

ean on a Whaling Cruise M. R. Gray Master 1870

Monday the 16th of May 1870 The first part of these 24 hours light winds from N.N.E. & N.E. ship under short sail near the ice on & in to scattering pieces & peices of ice thick snowing most of the time at 2 P.M. went on bord of the Elizabeth Smith left [illegible] been here two days also in company with the Barque Oliver Crocker of New Bedford Capt Fisher the middle & latter ~~part~~ the same ice all round
Lat by acc 61-00 N
Long by acc 175-00 E

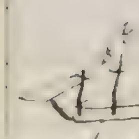
Tuesday the 17th of May 1870 The first part of these 24 hours light winds from N.E. & thick with snow most of the time our ship under short sail on short tacks in the ice working up through the ice to the N.E., in company with 2 other ships some of the men saw a Bow head running the middle & latter parts the same at 5 P.M. saw a Bow head going quick to the Eastward & stopped at 11 a.m. saw another Bow head going quick to the N.E., lowered the boats for him saw him after the boats got down once no success
Lat by obs 61-10 N
Long by chro 174-50 E

Wednesday ~~the~~ 18th of May 1870 The first part of these 24 hours light winds from N.E., & thick fog most of the time ship under short sail in the ice on short tacks working through the ice in company with the Jireh Swift & Oliver Crocker both of New Bedford at 4 P.M. went on bord of ~~the~~ ~~Jir~~ Elizabeth Smith a short time got ~~tea~~ then came back got abord about 7 P.M. the middle part the same the latter part light winds from North & thick fog with snow at times steering the ship through the ice heading E.N.E., under all sail in company with two other ships
Lat by acc 61-00 N
Long by chro 175-00 East

Thursday the 19th of May 1870 The first part of these 24 hours light airs from North & N.W. our ship under all sail steering her through the ice to the N.E., & E.N.E. in company with the Elizabeth Smith & Oliver Crocker both of New Bedford saw one Bow head & a number of seal shot a few in the first part along the middle & latter parts the same & with some at 8 P.M. saw the ~~sea~~ land lost about 35 miles having went around [illegible] at 6 a.m. saw 5 sails 3 bearing N.E., distant about 15 miles one a boiling
Lat obs 61-22 N
Long by chro 175-47 E.

Barque Sea Breez Bound to the Artic on

Friday the 20^d of May 1870



ship whaling [illegible]

24 hours The first part of these light winds from west & southerly ship about at under all sail through the ice being quite heavy so at times the ice stops the ship heaving entire saw 5 ships one whaling the Elizabeth Swift & [illegible] nearly the same at 4 P.M, saw in sight the extremes of it [illegible] around to North the nearest dist about 35 miles the middle part the same the latter part light winds from S & West S.E, ship under all sail on different tacks working through the ice thick fog most of the time Ends smooth

Saturday the 21^d of May 1870

at 4 P.M
Bar 30-10

The first part of these 24 hours light winds from N.W, & thick fog so can not see one 2 ships lengths at a time ship under short sail in the ice all around clear water at places have been in the ice now about 10 days most of the time all around us begins to see ships as we get near where we expect to see whales we hope to see some in a few days the weather has been very bad for seeing whales for these last 10 days most of the snow & thick fog with some rain at times working ship to the N.E, slowly the officers has been shooting a few seal & birds the middle & latter parts the same

Latitude 61-35 N
Longitude by chrono 175-49 E

Sunday the 22^d of May

[illegible]

lowered the boats for Bow heads

The first part of these 24 hours fresh winds from N.E, & thick fog most of the time ship in the ice on short sail on different tacks laying up back most of the time saw a number of ships in the ice 2 whaling at 4 P.M, the extremes of the land was [illegible] around to [illegible] the nearest dist about 30 miles at 2 P.M lowered the boats for Bowheads saw a few whales among some heavy ice also saw the ship [illegible] lowered her boats for whales success at 7 P.M, blowing on strong from N.E, & N with a thick snow storm and a heavy swell setting up from the S.E of which heaves the ice & ship about shockingly as it allways does in the ice saw clear water to the Southward ~~stu~~ ship through some very heavy ice to get into clear water about 9 P.M, got the ship into small ice and was much pleased to get the position as the ship began to pound very hard and encountered some very heavy pieces before we got her out of the ice, saw a number of ships in the ice take in all sail and lay under bare poles the middle & latter parts strong winds from N.E & N.W & thick fog with snow most of the time ship under short sail off and on near the ice

Lat by acc 61-25 N Long by acc 176-12

Whaling Cruise N. P. Gray Master 1870

Monday the 23d of May 1870

The first part of these 24 hours strong winds from N.E. & thick with snow most of the time ship under short sail on different tacks near the ice working to the Eastward with a heavy swell setting up from the S.E. the ship is all covered with ice and snow dare not to make much sail for fear we can not get it in this is the benefit of coming up here we have now been around the ice about 12 days got nothing as yet in hopes to some it has been snowing most of the time thick so we can not see more than ships length to a while at a time some of the time lights up so we can see nothing I wish Mr. Nixson was here I rather think he would like much better to be at his old business sinning with and hunting the dollars [illegible] out of these N.E. [illegible] as there is not much pleasure in this kind of life the middle & latter parts the same snowing all of the time the thermometer down to freezing all day

Lat by acct 61-30 N
Long by acct 175-46 W

Tuesday the 24th of May 1870

The first part of these 24 hours fresh gales from N.E. & N.E. by E thick snow most of the time ship under short sail on different tacks near the ice with a heavy swell running from S.E. & last of which makes the ship pitch quite hard at times it has been snowing all the fore part of this day and freezing where ever the water lays about the rigging and ships hull makes it very bad to get about decks little or nothing going on board ship as it is so bad weather in hopes to get some better weather some the middle part the same the latter part pleasant breezes from N.E. & N.N.E. & clear ship under all sail on different tacks working to the Eastward saw a number of ships working to the Eastward under all sail at 10 a.m. went on board of the Barque Fanny of New Bedford there I saw Capt Williams of the ship [illegible] & Capt [illegible] of the ship Julian California one whale this season at

Lat by obs 61-25 N
Long by Chro 175-47 W

Wednesday the 25th of May 1870

The first part of these 24 hours light pleasant winds from N.E. by N & N & clear ship under all sail on different tacks working to the Eastward in company with a number of other ships the extreams of the land is from West to North the nearest is it about 15 miles the middle & latter parts the same saw a number of ships

Lat by obs 61-25 N
Long by Chro 176-27 W

Barque Sea Breeze of New Bedford in the Artic O

Thursday the 26th of May 1870

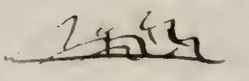
at 4 P.M. Bar 30-25

(Spoke the ship Mariner of New Bedford)

The first of these 24 h light airs & calms ship under all sail on different tacks at 2 P.M. lowered the boats for [illegible] no success at 4 P.M. the extreames of the land was from North around to West, the nearest dist about 40 miles the middle & latter parts pleasant winds from N.W. & West steering ship N.E. in company with a number of other ships at 3 A.M. came up with the ice & lay aback most of the latter part at 9 a.m. went on board of the Mariner of [illegible]

Lat by obs 61-40 N
Long by acct 177-30 W

Friday the 27th of May 1870



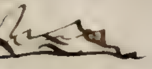
28 ships in sight

The first part of these 24 hours light winds from West & fine. Ship in the ice laying aback most of the ~~same~~ time in company with a number of other ships 28 ships in sight of deck land in sight bearing N.E. around to the Middle & latter parts the same & fine. Ship in the ice about 12 miles in company with 37 other ships all laying aback most of the time sometimes ice so thick and heavy the ship can not move but little but manage to get around slowly

Lat by obs 61-30 N
Long by chro 177-15 W

Saturday the 28th of May 1870

and



at 4 P.M. Bar 30-20

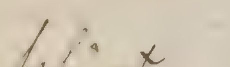
34 ships in sight of deck

The first part of these 24 hours light breezes from West & W.S.W. ship under all sail steering through the ice in company with a number of other ships to the N.E. ice very heavy so it is hard work for the ship to get along a number of ships about to dist about while some of them whiles a good strong seal on the ice shot a fine the extremes of the land is from North to West the nearest dist about 45 miles the Middle & latter parts the same & fine

Lat by obs 61-34 N
Long by chro 178-40 W

Sunday the 29th of May 1870

[illegible] seen



and

[illegible] of ships in sight from deck at 4 P.M. Bar 30.25

The first part of these 24 hours light winds from N.W. & West steering ship through the ice to the N.E. under all sail with a number of other ships 20 & more in sight from deck some of them dist about while the land dist about 45 miles bearing North & West the Middle & latter parts the same

Lat by obs 61-36 N
Long by chro 179-12

Sunday the 30d of May 1870
Monday

24 Br
30
ships
sight

The first part of these 24 hours light airs from S.W. & clear steering ship through the ice to the N.E. under all sail in company with a number of other ships 30 sail in sight at one time all or most of them in the ice, ice all around as far as one can see from mast head the extreme of the land at 4 P.M. was from S.W. around to N.N.E., dist about 45 miles the middle & latter parts the same

Lat by obs 61-48 N
Long by obs 177-41 E

Monday the 31d of May 1870
Tuesday

24 Br
30-40
ships
sight

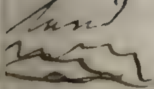
The first part of these 24 hours light winds ~~from~~ East & cloudy with passing snow squalls working ship through the ice to the Northard in company with a number of other ships at 2 P.M. came up to solid packed ice where it was heavy no openings at 3 P.M. saw a Bowhead in ~~the~~ a small hole in the ice also saw two or three afterwards in the ice also saw the boats down from two or other ships supposed to be chasing bowheads at 4 P.M. clewed down the top sails ~~the~~ ship hard and fast in the ice the middle & latter parts the same

Lat by obs 61-52 N
Long by chro 177-17 East

Tuesday the 1d of June

Wednesday the 1d of June 1870
2d

land



24 Br
30-35

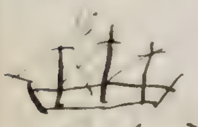
The first part of these 24 hours light winds from East & cloudy ship under short sail in the ice, blocked in the ice in company with about 20 other ships all or nearly all closed in so that one can not see no open water only in small places in the ice saw one Bowhead today at a distance also land the extreme of it was from W.b.N. around to N.N.W. dist about 40 miles the middle & latter parts the same wind from S.E. & clear steering ship slowly through the ice to the N.E. under all sail in company with a number of other ships at 10 A.M. the extreme of the land was about W.N.W. around to N.N.E., dist about 35 miles

Lat by obs 61-53 N
Long by chro 177-08 E

Barque Sea Breeze of New Bedford in the

Thursday the 2d of June 1870

At 4 P.M
Ba 30-30



The first part of these 24 hours light airs from SW & with passing fog Beating the ship through the ice to the N.E., made all sail in company with a fleet of 20 ships all in sight at times from deck ice all around and most of it quite heavy, no clear water only at places in the ice, one ship whaling all the men employed in boiling out oil on board of the Onward the middle & latter parts the same at [illegible] [illegible] [illegible] the Drift about 35 miles

Lat by obs 61-50 N
Long by Chro 177-40 E

Friday the 3d of June 1870

(36 ships in sight)
at 4 P.M
Ba 30-35

ship chafing Bad lost considerably of the sheathing and damage the planks considerable some
ship take a whale

The first part of these 24 hours light airs from South & clear ship under all sail, Blocked solid in the ice with a heavy swell a going from South of which caused the ship to labor and chafe She [illegible] as the ship rolling being blocked in heavy ice causing her to rip the sheathing from the side of the ship & chafe the planks of the ship very bad, the ship would role at times and fetch up against some very heavy pieces of ice so hard that it would make every timber head ~~shake~~ tremble some times was afraid the ice would start some of the planks or wear a hole ~~through~~ the side of the ship. but she would forge ahead and come in contact with new lots of ice to do the same work as we had all sail on the ship and wind being light of which caused her to forge ahead at times and shift her places of chafing saw 36 ships from masthead saw one take a whale the Josephine of New Bedford, the middle & latter parts light winds from SW & foggy at 5 P.M., ship [illegible] from the ice and the ice opened in places so the ship came clear herself from the ice we then steered the ship through the ice to the NE, made all sail with a heavy swell setting up from South at times ships keeping stopped entirely by jammed in the ice

Lat by acc 61-51 N
Long by Chro 178-13 E

Saturday the 4d of June 1870

at 4 P.M
Ba 30-30

spoke the Barque B. Cummings)

The first part of these 24 hours light airs from SW & west steering ship through the ice to the NE, made all sail with a thick fog most of the time at 2 P.M., fog lighted up saw 20 ships & Barques all within a few miles of us, some of them ½ mile off at 4 P.M. Benjamin Cummings Bark close to hailed her and got her longitude by longitude being to the Eastward about 40 miles from [illegible] [illegible] thinking about 20 square miles the middle part the same the latter part light airs from SW, & west [illegible] ship [illegible] the ice in company with 25 other ships at [illegible] [illegible] came over the ice from the ship [illegible] of Edgartown [illegible] we had for the best some of the went back all night at noon the extremes of the land was from N.E. by N. by compass around to W.N.W. the nearest dist about 25 miles Lat by obs 61-50 N / Long by Chro 178-08 E

land seen

Sunday the 5th of June 1870

The first part of these 24 hours light airs from W.S.W. & clear steering ship through the ice to the N.E. under all sail with a fleet of 31 ships the ice being quite heavy of course it stops the ships headway entire at times and as we have got a hard rope out on the fighting bill with a single block lashed for the rope to come through to lead on deck for the men to haul the ships head one way and the other to clear the ice as she gets jammed at times of which is quite often all the ships is working quite hard to get up to Cape Thadeus the extremes of the land at 4 P.M. was N.E. by N. around to W.N.W. the nearest dist about 25 miles the middle part light airs & calms ship lying still with her sails clued down most of the time in heavy ice in company with a number of other ships clued up the latter part light airs from west & clear steering ship through the ice to the N.E. under all sail. Lat by obs 61-49 N / Long by Chro 178-38 E

8 Pn
-20

Monday the 6th of June 1870

and seen
Navarin
ice in ice

The first part of these 24 hours light pleasant winds from west & clear steering ship through the ice to the N.E. under all sail in company with a fleet of about 25 ships all of them blocked in the ice at times heavy ice all around at times the ship will fetch up against heavy pieces of ice and entire stop her head way it is a wonder the ship does not start to leaking I am afraid she shall start a butt or stave a plank in as the ice has chafed the planks badly on the side of the ship at 4 P.M. the extremes of the land was N.E. by N. 1/2 N. or N.N.E. 1/2 E around to W.N.W. the nearest distant about 30 miles Cape Navarin. the middle & latter part the same Lat by obs 61-54 N / Long by Chro 178-38 E

4 Pn
30-15

land seen

Tuesday the 7th of June 1870

clear, ice

The first part of these 24 hours light airs from west & W.S.W. ship under all sail steering her through the ice to the N.E. in company with a fleet of 34 sail of Ships & Barks ice quite heavy so at times nearly stop or quite stops the ships head way some of the ships sails all clued down and blocked solid in the ice employed in hauling the ship through the ice & warping with the extremes of the land was N.E. by N. around to W.N.W. the nearest dist about 25 miles Cape Navarin bearing N.E. by N. the middle & latter part the same lat 61-59 N long 178-[illegible]

4 Pn
30-15

Barke Sea Breeze of New Bedford on a Whal

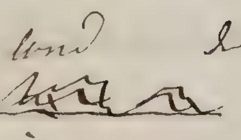
Wednesday the 8th of June 1870

ice in
at 4 P.M.,
Bar 30-[illegible]

The first part of these 24 hours light airs from west & S.W., cloudy steering ship thro the ice to the N.E., Many under all sail with a fleet of 36 ships all with in a short distance of each other at times, Blocked solid in the ice at 4 P.M., the wind hauled around to the Northard with rain took all sail off the ship & clewed down the top sails about all the ships did the same, The extremes of ~~the~~ the land was from North around to W., the nearest distant about 20 miles Cape Navarean bore N.E. the air rather thick with a tendacy to be foggy at 6 P.M., the Barke Ship [illegible] Capt Hamill got to about 1/4 of a mile to windard on the other tack all sail in the middle part light airs from S.W. & South cloudy at 9 P.M., made all sail and worked ship to the N, N.E., a short distance about all the ships did the same ice being heavy could not go far at 5 [illegible] A.M., the wind hauled around to N.E., clewed down the top sails ice being thickly packed together so a ship could not make much headway with a fair wind let alone a head wind

Lat by obs 61-59 N
Long by chro 179-13 E,

Thursday the 9th of June 1870



ice in
at 4 P.M.
Bar 30-05

25 ships
(in the ice)

The first part of these 24 hours winds from N.E., & cloudy ship Blocked in the ice with all sail furled heading to the N by W in company with a fleet of 25 other ships all hard & fast in the ice with all there sails furled at 4 P.M., the Extremes of the land was North around to W.N., the nearest dist about 20 miles, Cape Navarean bore North 1/2 E dist 15 miles at 3 P.M., Mr Weeks second officer & fourth went on board of the Elizabeth Swift Capt. Oliver of New Bedford to stop a short time to see some old acquaintance the middle & latter part the same employed in repairing old sails

Lat by obs 62-06 N
Long by chro 179-00 E

Friday the 10th of June 1870

ice
ice
land

at 4 P.M.
Bar 30-20

The first part of these 24 hours light airs from N.E., & cloudy ship Blocked solid in the ice with all sail furled in companany with 34 other ships all in sight from deck at 4 P.M., the extremes of the land was N by E, around to W, the nearest dist about 15 miles this afternoone the first officer of the Active Barke came on board to get some blacksmith work [illegible] had to send on board of the Active to get some coal as we was about [illegible] men agoing from one ship to the other on the ice some of the men came here [illegible] go most anywhere on the ice the middle part the same the latter part fresh wind from S.W. & thick fog at 5 A.M., made all sail got the ships head to the N.E., but did not go 2 ships lenths in all the fore noon ice heavy

in the fore part of the day see 40 ships

[illegible]

Saturday the 11th of June 1870

Bar
-25

The first part of these 24 hours fresh breezes from SW & thick foggy ship under top sails & jib heading to the Eastward as the ice is heavy blocked solid most of the time little or no motion to the ice ship lays very still 4 or 5 ships close to us about ½ mile off most of them blocked solid in the ice at times the ice opens then the ship starts ahead a short space sometimes her length of which is quite a distance for this kind of sailing little or nothing going on board ship as about all the work is done on board and all ready for whaling in hopes to soon get a whale same as some of the ships has got a whale or so one ship the Josephine of New Bedford has got 8 whales making her 300 bbls of oil quite a start for the first part of the season the Onward of New Bedford has got 2 whales so far the middle & latter part strong winds from SW & foggy ship blocked solid fast in the ice with all sail furled at 10 am went on board of the Barke Eliza Swift Capt Blivens being close to with all sail in blocked in the ice went over the ice to her

Lat by acc 62-12 N
Long by acc 179-50 E

Sunday the 12th of June 1870

4h 48m,

land
ice ice ice

4 Bar
30-20

The first part of these 24 hours strong winds from SW & foggy ship blocked in the ice with all sail furled in company with a number of other ships some of them close to ½ mile dist at 4 pm the fog lighted up some so we saw Cape Navarin bearing NW ½ W by compass dist about 20 miles saw land bearing further to the North and also a fleet of 20 ships a short distance from us the middle & latter parts the same

Lat by acc 62-06 N
Long by acc 179-40 E

Monday the 13th of June 1870

ice ice

1 Bar
-20
Stand

The first part of these 24 hours fresh breezes from SW & foggy ship blocked in the ice with all sail furled no motion to the ice ship very quiet as much so as if she was to anchor in some quiet harbor the fog lights up some at times so we can see a mile or two saw a few ships blocked in the ice not far from us some of them are under sail but make slow headway as the ice is packed rather solid the ice is going very fast & seems to flatten down every day but as we get North fills in with fresh lots of ice and is about as heavy so keeps us in about as heavy all the time I am in hopes to get in to clear water soon for I am getting tired of being in the ice so long and getting so many hard knocks and no whales for we have been in the ice now about 30 days the middle & latter parts set the sails and started ship some through the ice during thick fog wind South

Lat by acc 62-15 N
Long by acc 179-40 E,

Tuesday the 14d 1870 of June

at 2 P.M. Bar 30-25 ice ice

there last 12 hours run about 50 miles through the ice

got out of the ice to day at 5 a.m.

The first part of these 24 hours fresh breezes from South & thick fog steering ship N.N.E. through the ice at times the ice quite open strips of clear water some wide & 1/2 mile strung to them running east & west through Expect we are close to the line say 15 miles from Cape Navarin [illegible] most ice [illegible] at 4 P.M. saw a ship [illegible] at a distance the middle part the same the latter part fresh breezes from South & bumps thick fog at 5 A.M. got out into open water no ice steering the course N.N.E. came up with ice again hauled the ship off to the Eastward under short sail on short tacks laid back waiting for the fog to light up being very heavy so thick we could not see more than one ships length at a time employed repairing an old boat for whaling as we expect to have some of it to do when we get in the Artic Ocean

No obs [illegible]

Wednesday the 15d of June 1870

at 4 P.M. Bar 30-20 ice ice

The first part of these 24 hours pleasant breezes from Southerly & at times bumps & thick fog ship under dubble reeft top sails lying back in open water close to the ice on short tacks off and on the ice waiting for the fog to light up so we can see our way it seams quite good to get into open water once more for we have been in the ice now 12 days some times packed solid about half of the time jammed solid in the ice sails furled some of the time we have chafed about all have our copper off and most of our sheathing and now the main planks under the fore chains so the sides of the ship looks as though all chewed up we hope we shall not have much more iceing for I do not like it I fear we shall get our ship to leaking and then it will be bad for us as we have got a long season before us yet our [illegible] hope to get a good seasons work before it gets to late the middle and latter part the same at 7 P.M. spoke the Barque [illegible] left [illegible] passed us under all sail steering to the N.N.E. Lat by acct 63-30 N Long by acct 177-25 W

Thursday the 16d of June 1870

ice ice

The first part of these 24 hours light winds from South & S.S.E. ship lying back under short sail near the ice on different tacks thick fog at 4 P.M. [illegible] some six or two ships spoke the Barque [illegible] left [illegible] ship [illegible] the [illegible] came on board to get letters & have the news at 5 P.M. lighted up so we could see our ship steered a course [illegible] thick fog laid the ship to the wind under top sails the middle & latter part strong winds from [illegible] & clear ship under short sail on different tacks working along the ice to the N.E. in company with a number of

ships at 4 P.M., spoke Barque Fanny of New Bedford & Brooks Alaska & Hannah
Pettee saw a number of other 2 ships at the same time

Lat by obs 63-40 N
Long by chro 175-00 W

Friday the 17th of June

ice ice

The first part of these 24 hours light winds & calms thick fog at 4 P.M., fog lighted up saw a number of ships the middle & latter parts strong winds from S.S.W., & clear ship working along the ice to S.E., under short sail in company with a number of other ships first clear day we have had for some time (say six days) saw one ship in the ice all sail taken in at 7 A.M. saw her make sail & stand out of the ice supposed she had been cutting a whale

Lat by obs 63-50 N
Long by chro 176-55 W

Saturday the 18th of June 1870

ice

4 P.M.
-20

The first part of these 24 hours strong breezes from S.S.W. & S.W. ship under double reefed top sails on different tacks along the ice clear part of the time at 2 P.M., spoke the Barque Stirling of New Bedford Capt Blackamore nothing this season Capt Blackamore came on board a short time as I sent our boat there with the Mate stopped about 2 hours then went on board his own ship as it began to blow one rather fresh at the time saw a few ships ice to the Westward & northward with deep lagoons in it the middle & latter parts strong winds from the same, thick fog ship on different tacks near the ice the latter part light pleasant winds from S.E., & S.S.E. & clear at 6 P.M., the fog lighted up hauled sail & steered a course N.W. under all sail down to the ice about 12 miles then hauled on the wind to the Eastward in company with a number of other ships

Lat by obs 64-00 N
Long by chro 176-45 W

Sunday the 19th of June 1870

ice ice

4 P.M.
30
a fall

The first part of these 24 hours light pleasant breezes from S.E., & clear ship under all sail near the ice in company with a fleet of 30 sail of ships at 1 P.M., went on board of the Barque Seneca of New London Capt Kelley nothing this season stopped until 6 P.M., while there 5 other Captains came on board him from a number of other ships & got the news in general from the fleet the middle part the same ship under short sail near the ice the latter part fresh winds from E.S.E. attended with a thick fog ship on short tacks near the ice saw a ship cruising as we past along

No obs made

Barque Sea Breeze of New Bedford on A Wha

Monday the 20d of June 1870

at 4 P.M. Bar 29-70 on a fall

The first part of these 24 hours strong winds from E.S.E. & thick fog very heavy fog ship under short sail on different tacks near the ice in company with a number of other ships, at 2 P.M. [illegible] ships having culd not sea the Vessel the middle & latter part light winds from the same & foggy ship under short sail on different tacks

Lat by acct 64-00
Long by chro 176-00

Tuesday the 21d of June 1870

at 4 P.M. Bar 30-00

The first part of these 24 hours light airs & calms with a thick fog most of the time ship under all sail on different tacks at 4 P.M. fog lighted up so we culd sea about 6 ships saw two ships close to went on board of the Thomas Dickerson Capt Lewis there saw Capt Fish of the Barque Alaska she being close to went abord of her and got about 1/4 bbl of Blacksmith cole got abord about 7 P.M. the middle part light airs & calms with thick fog ship heading to the N.W. the latter part the same with a light air from S.W. at noon lighted up some got the sun and found the latitude 64-15 North

Long by chro 175-40 West

Wednesday the 22d of June 70

land

at 4 P.M. Bar 30-20

ice

ice

ice

The first part of these hours light airs from S.W. with a thick fog most of the time at 4 P.M. saw the land dist about 30 miles the extreams of it was from N.W. to N. around to N.E. by compass also saw 20 ships ice pieces of ice all along to the N.W. & S.E. as we pass along deep bays in all along & very heavy the middle & latter parts light winds from the S.S.E. & E.S.E. ship under short sail steering along the ice to the N.W. some of the time thick fog ship lying aback some of the time at 9 a.m. spoke the Lagoda of New Bedford Nothing this season Capt Swift came on board and took dinner with me

Lat by obs 64-40 N.
Long by obs

Thursday the 23d of June

land

at 4 P.M. Bar 30-10 on a stand

(Jacobsen [illegible])

The first part of these 24 hours light winds from E.S.E. & foggy ship near the ice lying aback in company with a number of other ships at 1 P.M. the extreams of the land was N.W. in around to E.N.E. dist about 20 miles the Barque [illegible] Capt of the Barque Lagoda came on board to get some Blacksmith work done as we have got a good Blacksmith shop on board which was finished about 7½ P.M. then went on board of his one ship [illegible] foggy at the time the middle & latter parts fresh winds from S.E. by S. & thick fog most of the time ship under short sail on different tacks near the ice in company with a number of oth ng Cruise in the Artic Ocean N, P, Gray Master 1870

Friday the 24th of June 1870

The first part of these 24 hours fresh winds from S.E, & S.E by E ship under all sail not all sail but short sail on different tacks near the ice as we pass along on short tacks here ships hours at a short distance at 4 P.M, sounded got 30 fathoms of water there supposed to be near the land as we have had a heavy swell a going from south (Cape Hyckens,) the middle & latter light winds from the same thick fog ship under short sail tack and tack near the ice & land

sr
rin
tting
lfe
hen
P.M
30-25

Latt by acct 64-30 N
Long by acct 174-43 W

Saturday the 25th of June 1870

The first part of these 24 hours light breezes from S.S.W & thick fog ship under all sail heading E.N.E, the fog lights up at times so we can see about a mile working ship to the Eastward for the Strait the middle & latter part light breezes from the same ship under short sail the middle part lying back on different tacks near the ice & land at 5 a.m steering a course N by E, about 8 miles saw ice & land kept the ship to the wind heading to the S.E, at 11 a.m steering a course East, E.N.E, E.S.E, on all of these courses had to haul to the S.E, to clear the ice as we went along At 8 a.m saw a Brigg & a Barke ship. both of them was heading to the westward under all sail

4 P.M
30-22

Latt by obs 64-09 N
Long by chron 173-30 W

Sunday the 26th of June 1870

nice in fields of ice

The first part of these 24 hours pleasant breezes from S.S.W & thick fog steering ship East, S.E, & E, N, E, & N.E, by E under all sail at 4 P.M, came up to solid ice so we could not hear past it ship going S.E, steering along through some of it and at 6 P.M, tacked to the westward some of the ice very heavy thick fog with a heavy swell a going from S.S.W, the sun is out at times once here I am in hopes to have clear weather soon so we can see our way along for this is not very pleasant so far making our way along in a thick fog not seeing where we are going some times we think we are all right going along nicely when we are brought up by the cry of ice ahead thick and solid, the muse then comes all hands ready for stays so around goes the ship for another spell until we reach another field of packed ice then have to go through the same operation so passes most of our time so far in hopes to see and get a whale soon to make a change in our works the middle part fresh winds from S.S.E, & thick fog ship lying aback most of the time the latter part the same ship near the ice

4 P.M
30-20
Stormi

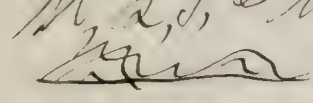
Latt by acct 64-10 N
Long by acct 172-04 W

Barque Sea Breeze of New Bedford Acruesing in

Monday the 27d of June 1870

The first part of the 24 hours fresh winds from SSW & thick fog most of the time ship under all sail on short tacks near the ice at 3 Pm the fog lighted so we could see 2 or 3 miles saw and spoke the ship Cornelius Howland fr N Bedford Wiseman Capt Smile left [illegible] bone in Howland 1 whale this season the latter part the ship near the ice light airs & calms in company with a number of other ships at 9 a.m went on board of the barque Howland at 11 a.m ~~tog~~ fog lighted up saw land all around to the west in distant about 15 miles

Lat by obs 170-10 W
Lat by obs 64-25 N



at 2 P, Tuesday the 28d of June 1870

at 4 Pm
Bar 30-20

The first part of these 24 hours light airs & calms ship under all sail near the ice in company with the ship barque Howland Capt Wiseman stoped on board of Capt Wisemans ship all day till about 7 P.m saw 12 ships most of them near the ice the extreams of the land at 7 Pm was South dist about 15 miles West dist the same the middle & latter part light airs from N.W & North ship under all sail on short tacks near the ice fields of ice saw 8 ships and Barques doing the same

Lat by obs 64-27 N
Long by chro 169-54 W

land

Wednesday the 29d of June 1870

at 4 Pm
Bar 30-25

sounded
got 25 fath,s

The first part of the 24 hours light airs & calms from N.W.,m & clear ship under all sail near the ice in company with a number of other ships at 4 P.m St Lawrence Island bore the nearest land SSE by compass dist about 4 miles the main land to the west dist about 60 miles ice all around as far as the eye could see from mast head the ship is well down in the Strait up in a lagoone in the ice the Strait seames to be blocked clean across with ice if so the ice must be heavy to the North or Artic Ocean and now doing to make our season quite late for whaling at 4 sounded got 25 fathoms of water and little or no current as we all ways experience considerable current in the Strait about this vecenity at 4 Pm the second time [illegible] the Bow starboard had to go from the ship to shoot some birds the middle & latter part the same

Lat by obs 64-40 N
Long by chro 169-39 W

or Whales N, P, Gray Master, 1870 In the Straits

Thursday the 30d of June 1870

st Landed heads

The first part of these 24 hours light pleasant breezes from S.W. & clear steering ship through the ice to the N.W. in company with a fleet of ships numbers of ice cakes all over the water but so thick but that we can steer our ship through it quite easy and not hurt it much some of the ships about ½ mile off steering the same (saw land bearing N.W. by compass dist about 50 miles at 4 P.M. one ship the Marengo did not come in to the ice she clued up all her light sails & close reeft her top sails & layd still under easy sail nothing but ice ice all the time and am afraid we shall have to ice it about all the season as the ships does not get many whales now days with out going into the ice after them and so doing makes the season rather tedious the middle & latter parts fresh winds from S.W. & clear steering ship through the straits to the N.E. at 12 P.M. ship 3 miles from the south head of St Lawrence Bay hauled off to the East & hove aback about an hour to let the natives come on board in company with a number of other ships then steered a course up the land to the N.E. at 10 A.M. Cape bore [illegible] E.N.E. & the westernmost Diomeds North head bore E ½ S true dist Cape East about 10 miles Lat Obs 66-08 N

4 P.M.
30-20
in
Strait
ice

Long by Chro 169,47 W

Friday the 1st of July 1870

The first part of these 24 hours fresh winds from South S.E. at times calms steering ship past Cape East to the N.W. made all sail at 2 P.M. Cape East bore S.S.E. dist about 5 miles in company with a fleet of about 20 ships at 4 P.M. lowered the boats for walrus & whale no success for one ship on taking to the N.W. of us also saw 5 ships get becalmed in a bight of a large cake of ice say about 2 miles long some of the ships have to tow off from each other the middle & latter parts light airs from South S.E. & calm some of the time steering ship N.W. under all sail past some large pieces of ice also saw some walrus on it

4 P.M.
Bar 30,25

Lat Obs 67-15 N
Long by Chro 169-47 W

Saturday the 2d of July 1870

The first part of these 24 hours light breezes from S.S.E. & clear steering ship N.W. under all sail at 1 P.M. lowered the four boats for walrus got 12 walrus in company with a Brig that got about 4 [illegible] got [illegible] about 5 P.M. steered the course again in company with the Brig Comet, this day being the first day for some time that we have not been in and around ice about all the time & day not seen much so far the middle & latter parts fresh breezes from the same & clear

P.M.
30-25
miles

Lowered the boats for walrus got 22

Lat Obs 68-58 N
Long by Chro 170-12 W

70

Barque Sea Breez of New Bedford in the Ar

Sunday the 3d of July 1870

The first part of these 24 hours strong winds from SW & clear ship near the ice looking for whales at 2 PM lowered the boats for walrus got 21 all from boats for 4 ships & 2 Briggs ship up to the western going up in to the west in the edge of it so we can work the ship around in it the middle part light air with fog ship under short sail the latter part light air from the westward & cloudy the boats off after walrus saw 3 ships

Lat by acct 68-40 N
Long by obs 170-05 W

lanced
21 walrus

Monday 4d of July 1870

The first part of these 24 hours light airs & calms with a swell setting up from the S.E., ship under all sail near the ice at 2 PM, the boats got down 13 walrus at 3 PM lowered again & got 4 walrus [illegible] also got one Polar Bear the middle & latter parts light breezes from S.S.E. & cloudy thick fog some of the time ship under all sail on short tacks near the ice

Lat by obs 68-16 N
Long by obs 170-06 W

at 4 PM
Bar 30-40
got
17 walrus
1 Bear
at 6 PM
sounded got
30 fathoms
no current

Tuesday the 5d of July 1870

The first part of these 24 hours light breezes from SE & E by E. Ship under all sail on short tacks near the ice in company with a number of other ships thick foggy with fine rain at times at 10 PM lowered the boat and got a white Polar Bear the middle & latter parts light breezes from south & clear most of the time ship under all sail working along the ice to the southward in company with a number of other ships looking for walrus some of the ships has got their boats in around the ice looking for walrus & got some [illegible] seen but a few today very mild

Lat by obs 67-48 N
Long by obs 172-22 W

at 4 PM
Bar 30-35
got 1 Bear
[illegible]

Wednesday the 6th July

The first part of these 24 hours light winds from south & clear ship lying close along the ice [illegible] the [illegible] under all sail in a fleet of 20 ships all looking for walrus with poor success land in sight bearing south by [illegible] the middle & latter parts fresh winds from SSW & clear ship under all sail working to the southward along the ice at 6 PM lowered the boats for walrus the four boats got 26 all together

at 5 PM land in it about 45 miles

Lat by obs 67-18 N
Long by obs 170-29 W

[illegible]
~~[illegible]~~

got 26
walrus

Ocean on a Whaling Cruise N. P. Gray Master 1870

and

ty Ph
20
t 18
do

Thursday the 7d of July 1870

The first part of these 24 hours light airs & calms ship under all sail near the land & in around the ice lowered the boats for whales but got no whales the extremity of the land is SW & around to South & some to the nearest distance about 20 miles bearing SW by compass saw a number of ships near the ice at 4 PM, one of the Esquimaux canoes came alongside with a whales blubber in, & bought it from the Native gave him about 2 lbs of tobacco for it they stayed about an hour then went ashore so we supposed saw a number of ships the middle & latter part fresh winds from SE, & clear working ship to the windward around the ice Lat by obs 67-19 N

Long by Chro 171-08 W

land

Friday the 8d of July 1870

The first part of these 24 hours light airs & calms ship under all sail near the ice in company with a number of other ships at 1 PM, went on board a Bark from San Francisco Capt Smith, 20 whales this season the dist about 30 miles the nearest dist about 25 bearing South by compass the middle & latter part the same at 7 PM, the boats lowered for whales no success the latter part strong winds from SE, & clear steering ship along the ice to the Northward under all sail

Lat by obs 68-03 N

Long by Chro 173-40 W

4 Br
S 30 10
pe
hip

Saturday the 9d of July 1870

The first part of these 24 hours strong winds from SE, & clear with some passing fog banks steering ship along the ice to the Northward under all sail looking for whales at 1 PM, spoke the Barque Henry Taber Capt Jackson 40 whales this season at 4 PM, spoke the ship Marengo Capt Cottle 50 whales this season also ship Hibernia Capt Williams & Barque Elizabeth Swift, Capt Blivins 60 whales this season went on board the ship Hibernia and took tea stayed about an hour then came on board again saw a number of ships steering to the Northward along the ice the middle part fresh baffling winds from West & around to SE, thick fog most of the time the latter part strong winds from West & cloudy thick most of the time steering ship to the Southward along the ice under all sail saw a number of ships along the ice

Lat by obs 67-43 N

Long by Chro 170-47 W

Barque Sea Breeze of New Bedford in the

Sunday the 10d of July 1870

The first part of these
24 hours strong winds from west & N,W, ship on short tacks, up
in a lagoon in the ice under short sail the boats off
boat 17 catching walrus saw a number of ships near the ice and
walrus some of them got there boats in the ice looking for wal
we got 17 walrus all the boats thick fog most of the time
the middle part thick fog steering ship S,E, under all sail at 11 P.M,
came up with the ice tack & tack untill we got around it then
steering a course S,E by E, under all sail again bound to the stra
to look for whale
Lat by acct 66-52 N
Long by acct 168-37 W

Monday the 11d of July 1870

The first part of these
at 4 P.M 24 hours fresh breezes from N,E, & thick fog with some rain
Bar 30-18 steering ship S,S,E, under short sail at 2 P.M, sounded got 25
sounded fathoms at 4 P.M, hove the ship to the wind with fore top sail
25 fathoms aback with larboard tacks on board the middle part light airs
no current from S,E, & S,S,E, thick fog ship under short sail laying aback
most of the time the latter part light airs from south & much fog
fog banks the boats off walrusing at 8 A.M, saw the land [illegible]
[illegible] bearing S,E, by S distant about 35 miles Lat by obs 65-51 N
Long by chro 170-11 W

Tuesday the 12d of July 1870

The first part of these 24 hours
at 5 P.M light airs & calms ship under all sail in a thick fog most of
Bar 30-20 the time boat 4 walrus the waist boat got rolled over by a cake
of ice coming up under him as the boat was near a large
boat 4 walrus peace of ice as this peace of ice came out from under it
under the boat and lifted her the boat was fast to 2 walrus at
Boat rolled the time lost them both [illegible] the boat that was fast to
over by ice them was obliged to cut off to pick up the men and so lost
them by walrus one said [illegible] the middle part light airs
from N,E, & North with a thick fog steering ship S,E by E under all
sail the latter part the same at 6 A.M, [illegible] the [illegible]
but not one walrus to be seen as we have got 124 walrus
on board
Lat by acct 66-30 N
Long by acct 169-2 W

Artic Ocean on A Whaling Cruise W, P, Gray Master 1870

Wednesday the 13d of July 1870

Ar,
4,35

The first part of these 24 hours pleasant winds from N W & thick fog most of the time steering ship S E by S under all sail employed in bailing out oil at 8 P.M. spoke the Barque Nancy of New Bedford nothing this season the biscuit was spoiled at the time went on board a few minutes the latter part fresh winds from W N W & thick fog most of the time ship under all sail on different tacks standing to the westard in company with a Barque Nancy at 12 a.m. finished boiling 90 bbls of wallus blubber at 1 a.m. N E, Cape [illegible] S E, Distant 35 miles

Walrus saved W

Thursday the 14d of July 1870

he biss

4 P.M
3 9-25
Cut down
7 Bbls of

The first part of these 24 hours fresh winds from S W & cloudy ship under short sail on different tacks at 2 P.M. lowered the boats for Bowhead whales with no success at 4 P.M. Cape Bait bore S E & [illegible] bore S E dist about 35 miles Cape East dist about 20 miles one sail in sight saw plenty of Bowhead whales the middle & latter part fresh breezes from W N W & thick fog most of the time the latter part employed in stowing down oil saw one sail running down from the westard along the ice

Lat Obs 70-37 N
Long by Chro 170-30 W

Friday the 15d of July 1870

ind.

The first part of these 24 hours light airs & calms ship under all sail near the land with a thick fog most of the time at 2 finished stowing down oil 80 bbls of oil wallus oil one sail in sight the Barque Nancy saw plenty of wallus in the water one boat whale bore dist about 12 miles Bring saw the middle part light airs from East & foggy the latter part pleasant winds from S E & clear ship under all sail on different tacks at 8 a.m. lowered the boats for whales the larboard boat got fast to one after the whale was dead he sunk on the bottom the Bow boat got fast to one & took him to the ship the Cape East bore S E dist about 25 miles

Walrus also seen

Saturday the 16d of July 1870

nd
R. sale

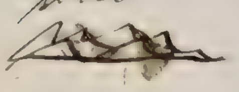
1 P.M.
30-20

The first part of these 24 hours pleasant winds from S E by S & clear at 1 P.M. commenced cutting at 3 P.M. finished cutting a Bowhead whale at 12 P.M. dropped the anchor so we should not drift off so fast as there was a good current setting to the North at 4 P.M. took the anchor under all sail warped the ship up to the other whale at 6 P.M. dropped anchor near by the other whale the whale being on the bottom at the time took in all sail after which took the line to the ship and hove it fast for the present at 5 P.M. Cape East bore S E dist about 35 miles saw two sails

71 Brig Sea Breeze of New Bedford On A

let rode the Middle & latter part ship laying to her anchor in the Artic Ocean in 28 fathoms of water little or no wind at [illegible] of the whole end of 7 a m commenced cutting a small whale at 9 a m finished cutting   Lat Obs 66-52 N
Long by Chro 170-00

Sunday the 17th of July 1870

land


The first part of these 24 hours light airs from S.E. & calm employed in boiling out oil ship laying to her anchor in 28 fathoms of water in the Artic Ocean land dist about 45 miles Cape East bearing N.E. by compass the middle part light airs from W. N.W. & clear at 9 P.M. took the anchor made all sail & steered a course N by E at 8 a m lowered the boats for wallus got about 22 & took 19 to the ship 3 of them we did not have to skin them but the heads off & took them on board at 9 a m the land dist about 20 miles the nearest bearing at 10 a m set in thick fog had to call the boats on board only for doing a number of wallus   No observation

at 4 P.M. Bar 30-20

Secd 19 wallus

Monday the 18th of July 1870

The first part of these 24 hours fresh winds from W.N.W. & thick fog at times ship under short sail [illegible] ice boats off looking for wallus the middle & latter part the same ship under all sail near the land at 10 a m 3 boats came off [illegible] there looking for wallus & came along side the women traded for some of there beads and buttons for tobacco pints and the Chukchees stayed along side a good part of the day and it was very calm the Chukchee boats went off and got a wallus or two for them selves to eat as they seame to make the wallus there principal food at noon the extreme of the land [illegible] around to W.N.W. in the nearest dist about 10 miles Lat Obs 66-31 N
Long by Chro 170-25

at 4 P.M. Bar 30-20

Tuesday the 19th of July 1870

land

The first part of these 24 hours light airs & calms ship under all sail near the land at 1 P.M. lowered two boats for devil fish the [illegible] boat got fast to one and drawed again about the whole at 5 P.M. the extreme of the land most E.N.E. around to W.N.W. in the nearest dist about 6 miles Cape East bearing N.E. by E by compass dist about 20 miles at 6 P.M. saw the Chukchee boat going ashore as we [illegible] them [illegible] a number of wallus and had been on board [illegible] time [illegible] none the middle & latter part strong winds from N.W. [illegible] with thick fog most of the time employed in stowing down oil 54 Bbls of devil fish oil 134 Bbls of total
No observation

Struck a whale lost him
at 6 P.M. Bar 30-10 on a fall

Stowed down 54 Bbls of oil

Whaling Cruise in the Artic Ocean M. P. Gray, Master

Wednesday the 20th of July 1870

The first part of these 24 hours strong winds from NW, & thick fog ship under short sail on the short tack near the land employed in cleaning whalebone teeth 211 all told the middle part the same the latter part pleasant winds from NW & cloudy ship under all sail boats off chasing devil fish no success saw four sails whaling

Lat by obs 66-21 N

Thursday the 21st of July 1870

The first part of these 24 hours strong winds from NW & clear with fog banks hanging around ship under all sail the boats off chasing bowhead whales no success at 5 PM the extremes of the land SE by E, around to west the nearest dist about 6 mils Cape East bore SE, dist about 20 mils saw one sail the middle & latter part the same

[illegible]

Friday the 22d of July 1870

The first part of these 24 hours strong winds from NW & thick fog most of the time ship under short sail cruising at 1 PM spoke the Barke John Howland Capt [illegible] 180 whales this season went on board of the J Howland & they [illegible] and took tea the latter part light pleasant winds from SE & clear steering ship NW under all sail Lat by obs 66-30 N

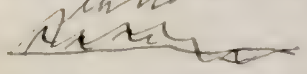
Long by Chro 171-00 W

Saturday the 23d of July 1870

The first part of these 24 hours pleasant winds from SE & clear steering ship NW by W under all sail at 3 PM lowered the boats for walrus at 4 the extremes of the land at 5 PM was up around to south and [illegible] to ESE, the nearest dist about 12 mils saw a number of ships near the ice saw a fine Machinder boats off looking for walrus the middle part fresh breezes from South & clear ship under all sail near the ice at 8 PM lowered the boats for a bow whale the boats got fast put 2 bombs in to the whale the same time the whale being in the ice at the time killed the whale the whale sunk in the bottom in the heavy ice worked the ship in the ice near of the whale dropped anchor took in all sail & hove there over night cleaning the line in the boat [illegible] as a boat had to haul the whale being about 2 mile from the ship and the heavy ice going past the ship about 3/4 of a mile an hour current setting to the northward [illegible] at 4 AM [illegible] bore west dist about 20 mils got 2 Machinder boats along side at the time been here all night waiting for the whale to come up the latter part fresh wind from the Same & clear ship [illegible] her anchor in 27 fathoms of water waiting for a whale to come up from the bottom (picking it up anchor)

Lat by obs 66-54 N
Long by Chro 171-31 W

Barque Sea Breeze of New Bedford in the Artic Ocean

land  Sunday the 24d of July 1870

The first part of these 24 hours light airs from South & SSE, ship laying at her anchor in 27 fathoms of water near of a whale at 2 PM tackled the whale up and towed him to the ship at 3 PM took the anchor and steered out the ice with the whale along side at 5 PM commenced cutting a small whale at 6 PM finished cutting a thirty bbl at 6 PM the extreme of the land was E.S.E. & west the nearest dist about 12 miles the Blacksmiths has been on [illegible] all day waiting for the whale to amuse so they could get some of the meat the middle part the same the latter part light breezes from the same & fine at 7 am lowered the boats for walrus cut 17

at 4 PM

No 3 22

cut a whale 25 bbls

cut 17 wallas

Lat by Obs 67-12 N

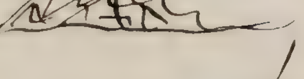
Long by Chro 170-02

Monday the 25d of July 1870

The first part of these 24 hours light airs from S.E. & South ship under short sail near the ice boats off wallasing see a number of ships at 5 PM the extreme of the land was S.E. around to North & so in to S.W. by S. & Thompson dist about 20 miles the middle & latter part light airs from South & E & fine with a hazy atmosphere the boats off wallasing kept the boats off in their watches through the night at 7 am sent the boats and the hack part for the two boats crews that was off at the time so managed to catch 34 wallas this day the largest days work we have had on the wallas fishing so, about a ship there boats all nearly off looking for wallas Lat by Obs 67-14 N

cut 34 wallas

Long by Chro 170-2

land  Tuesday the 26d of July 1870

The first part of these 24 hours light winds from E.S.E. & clear with a thick hazy atmosphere ship under all sail on different tacks near the ice at 5 PM the extreme of the land was S.E. around to South and so on to S.W. the nearest dist about 30 miles the middle & latter parts fresh winds from S.E. & hazy ship under short sail near the ice the boats off wallasing [illegible] 44 see a number of ships

cut 44 wallas

Lat by do

Long by Chro

land Wednesday the 27d of July 1870

The first part of these 24 hours light winds from S.E. & E.S.E. ship under short sail in the ice looking for wallas cut 18 see a great many wallas and a great many boats after them about all the boats got all they wanted the first time for the land dist 35 miles rather hazy can not see any distance the middle & latter parts the same & fine

cut 18 wallas

" 28 "

46

Lat by Obs 68-15 N

Long by Chro 170-37

A Whaling Cruise N. P. Gray Master A. D. 1870

Thursday the 28d of July 1870

The first part of these 24 hours light airs from S.S.E. & fine ship under all sail near the ice so plenty of
27 walls wallus the came on board at 2 P.M. got down & then set the watch saw a number of ships all of the ships imployed in catches wallus some of them has cut all the way from 150 to 750 the middle & latter light airs & calms ship near the ice boats off catching wallus

Lat by obs 67 20 N
Long by chro 170 24 W

Friday the 29d of July 1870

The first part of these 24 hours light winds from S.E. & fine ship under all sail near the ice
wallus the boats off looking for wallus but quite a number saw a number of ships wallusing the middle part strong winds from S.E. by S & clear the latter part light winds from west & foggy ship under short sail near the ice at 1 A.M. the boats got aboard from the ice had 10 wallus in the boats and left 10 on the ice could not get at the boats crew had killed and hauled them up on a peace of ice got so ruff could not get on the ice to skin them so had to leave them there in the fore part of the day lost 4 on the ice the boat could not find after they had hauled them up on the ice at 9 P.M. spoke the Brigg Victoria of San Francisco longed south to look for wallus

No obs on N

Saturday the 30d of July 1870

The first part of these 24 hours light
Br. airs from west & S.W. ship under short sail near the ice with a
16.25 thick fog imployed in cleaning wallus blubber the middle part the
same the latter part light winds from South & S.W. ship under
t 32 wallus short sail near the ice at 12 P.M. lowered the boats for wallus
got 32 saw a number of ships

Lat by obs 67-27 N
Long by chro 169-52 W

Sunday the 31d of July 1870

The first part of these 24 hours
ot 4 wallus light pleasant winds from South & clear ship under short sail
14 " near the ice the boats off wallusing got 4 did not see many
18 saw a number of ships & Bark all looking for wallus some of the
ships very successfull having got 600 wallus land in sight
ke a Dist about 45 miles bearing South & S.W. the middle part strong
mke winds from strong winds from the same & fine the latter part
strong winds from west & S.W. thick fog some of the time got
18 wallus at 12 A.M. spoke the Bark America

No obs on N

Barke Sea Breeze of New Bedford in the Artice

Monday the 1st of August 1870

got 3 casks of Bread

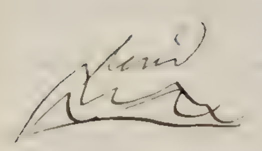
Cut 16 wallrus

The first part of these ~~the~~ 24 hours strong winds from N W & foggy ship laying [illegible] most of the time in company with the Barks Seneca Champion Ship Florida of ~~New~~ San Frisco 500 wallrus this season got three casks of Bread out of the Barque Champion Capt Pease, the middle & latter parts light winds from west & [illegible] ship under short sail near the boats off after wallrus Cut 16

Wells .t

Tuesday the 2d of August 1870

Land



Cut 21 wallrus " 4 " 25

The first part of these 24 hours light airs & calm with some fog ship under all sail near the ice at 3 PM saw the land [illegible] about 35 [illegible] [illegible] S E, [illegible] to South [illegible] Champion [illegible] boats off looking for wallrus Cut 21 saw a number of ships [illegible] whaling & the middle & latter parts the same lat by obs 67-16 N long by chron 170-24 W

Wednesday the 3d of August 1870

Cut 10 wallrus

The first part of these 24 hours light airs & calms ship near the ice under all sail the boats off looking for wallrus cut 10 wallrus a number of ships in sight all wallrusing and some whaling cut wallrus [illegible] at 11 PM spoke the Barque John Wells 250 wallrus this season the middle & latter part the same with a light airs from N & NE,

Wells same

Thursday the 4d of August 1870

Cut 20 wallrus

The first part of these 24 hours light airs from E, N E, & cloudy most of the time the boats off wallrusing the middle & latter parts the same cut [illegible] wallrus saw a few ships

lat by obs 67-10 N long by chron 170-28 W

Friday the 5d of August 1870

Cut 14 wallrus " 7 " 21

sounded got 26 fathoms of water

The first part of these 24 hours light airs & calms ship near the ice on short tacks to [illegible] off from the ice saw a few ships the boats off wallrusing [illegible] at 6 set in fog had to fire the Gun for the boats to get aboard the [illegible] part the same, the latter part light airs from S S E & S E ship under all sail near the ice in a bay [illegible] trying to work out, as the wind is ahead and [illegible] of it with a swell setting in [illegible] in [illegible] tongues [illegible] had a boat ahead towing most of the time got out of the ice about 11 a m where we have got large [illegible] to work ship in and much pleased I am to have [illegible] same to work ship in as there is a good deal of current at times around the ice & causes her a good deal [illegible] on the ship and make her work hard in light winds

lat by obs 67-[illegible] long by chron 169-[illegible] ean on A Cruise for Whales W, P, Gray 1870

Saturday the 6d of August 1870

The first part of these 24 hours light winds from E, S, E, & fine some what smoky around the horizon ship under all sail nere the ice saw a few ships at 3 Pm, the boats came on board from [illegible] hoisted them up and then steard a course N E ½ N under all sail saw a few ships nere to the ice the middle part pleasant winds from South & SW with a thick fog steering ship N E, & N W, under all sail the latter part the same imployed in boiling out oil (At 6 P M, Lat by acct 68-46 Longd by acct 166-26 W

Sunday the 7d of August 1870

The first part of these 24 hours light airs & thick fog from South steering ship W N W, under top sails plenty to the North imployed in boiling out oil rolled blubber got the starboard boat in on deck put her in the house to repair as she has got stove a number of times by walloping ice so the deck some being the best place to fix her up the middle & latter parts light airs from Eastward & thick fog most of the time ship under short sail on short tacks working to the Eastward imployed in boiling out oil at 4 a m spoke the Brque Emily Morgan of New Bedford [illegible]

Monday the 8d of August 1870

The first part of these 24 hours light airs from N E, & attended with a thick fog most of the time imployed in boiling out oil as well as blubber also repairing boat that we took in from starboard seaming the middle part the same at 6 Pm, saw the land bearing N E, around to E S, the nearest point about 25 miles the latter part light airs from the same & calm at times saw sails at a distance also land Cape Lisburne bearing N E & E dist about 20 miles imployed in stowing down oil in the fore hold & main hold and boiling out oil
Lat by obs 68-53 N at noon
Longd by chron 66-42 W at 3 Pm

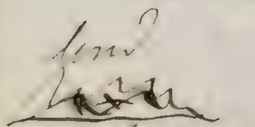
Tuesday the 9d of August 1870

The first of these 24 hours light airs [illegible] from South with fog banks hanging around to the southward saw one sail supposed to be the Thomas Dickason of New Bedford Capt Grays standing to the Eastward under all sail at 4 Pm Cape Lisburne bore E ½ N dist about 15 miles imployed in boiling out oil & stowing down oil got the starboard boat on her cranes as we have waist boat on deck to repair at 4 Pm took in Bow Boat to repair as she has got racked considerable a walloping and heaving in [illegible] begins to be rather stiff the middle & latter parts light airs from N E, & N N E, clear weather hazy around the horizon at 8 a m saw one sail working up to the Cape imployed in repairing the boats & painting the waist & starboard boats & stowing down oil
Lat by obs 69-16 N at 3 Pm
Longd by chro 166-40 W "

Barque Sea Breeze of New Bedford in the Ar

Wednesday the 10th 1870

Land



Cape Lisburne Dist 30 miles

Bar at 4 PM 30-40 [illegible]

The first part of these 24 hours light airs from N E by E & East by compass & clear weather having ship under all sail working to the Eastward & Northward looking for Bow Heads as the ships generally does about this time in the season in hopes to get a few of the Bow Head fellows to pay us for coming up as it is rather a tedious cruise take it all together employed in stowing down oil and repairing boats at 4 P M saw Cape Lisburne bearing S E by S by compass dist about 30 miles the middle & latter parts the same under [illegible] sail heading to the Northward employed in stowing off the [illegible] hole & breaking out for shucks

Latt by obs 70-20 North
Long by chro 166-07 W

Thursday the 11th of August 1870

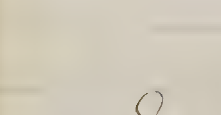
at 4 PM
Bar 30-25
saw a sail

The first part of these 24 hours light pleasant winds from North & clear weather, the time under all sail on different tacks working to the Eastward & Northward employed in breaking out the hole & stowing off the lower hole and putting fresh water enough between decks to take the ships from here to Sandwich Islands knowing we should not have to long a passage down the middle & latter parts strong winds from N by E & cloudy under all sail working to the East'd, saw a number of ships

Latt by obs 70-30 North
Long by chronometer at 9 A M 162-

Friday the 12th of August 1870

Land



at 6 PM
Bar 30-15

The first part of these 24 hours strong winds from N by E by compass & cloudy thick hazy weather so can not see any distance at 3 PM saw the land bearing S E by E dist about 10 miles saw a number of ships and plenty of ice all around quite open large heavy ice [illegible] & by the appearance the main body of ice can not be far off as we begin to see large & heavy pieces & floes of ice all around supposed to have broken from the main body of ice the middle part fresh gales from N N W & thick fog with some rain ship under short sail on short tacks in around the ice the latter part fresh gales from N N E & cloudy saw 6 ships under short sail working to the Northward & Eastward through the ice some pieces of ice 1 to [illegible] miles long and covering many acres of water

Latt by obs 70-17 N
Long by chro 162-48 W

Saturday the 13th of August 1870

at 5 PM
Bar 30-30
6 ships in sight

The first part of these 24 hours fresh gales from N N E & clear at times, ship on the eastern tack heading E by S by compass under double reefed topsails & close reefed foresail saw 6 ships working to the Eastward employed in setting up casks to put oil in when we are so fortunate as to catch a few them heads of which we are in hopes to get some of the [illegible] fellows soon as we are nearing the place where we expect to see some the middle & latter parts the same & with foggy weather at times ship on short tacks near the land

Latt by obs 70-27 N
Long by chro 163-33 W

Ocean Cruesing for Whales N. P. Gray Master 1870,

Sunday the 14th of August 1870

The first part of these 24 hours
Bar -30 Strong winds from N.N.E. & with passing fog squalls at times at
2 P.M. spoke the Julian of [illegible] Capt [illegible]
38 whales ship on short tacks near the ice saw 14 ships around
at a distance the middle & latter parts fresh gales from N.N.E. & thick
fog with passing snow squalls ship under storm sails on short tacking
near the ice the ice all around and very heavy pieces so we can work
ship very well around in it but it is very bad work thick fog
so we can not see a grate distance they come up with heavy
pieces of ice before we can see them so makes it very difficult to
work ship as the ship will get quite a nearly on to it before
we can discover it with a gale blowing on from the N.E. have
to keep the ship under short sail as she will not stand up in
under much canvas I must say this place is one of the most
unpleasants places I ever cruised in and hope to get through
with it all safe and I shall be thankfull latt by obs 70-50 at 12 M
long by chro 168-34 W.

Monday the 15th of August 1870

The first part of these 24
Bar 30-25 hours strong gales from N.N.E. & thick fog with passing snow
squalls ship under storm sails on short tacks to keep clear of the ice
in company with a number of other ships at 7 P.M. spoke the
[illegible] Emily Morgan Capt Dexter came on board a short time
blowing so hard went on board again the middle & latter parts
of the same & ship under close reeft main top sail fore top sail &
spanker
latt by obs 69-2 at 12 M 15th 1870
long by chro 168-52 at 8 AM 16th 1870

Tuesday the 16th of August 1870

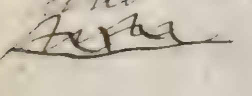
The first part of these 24 hours
Land Strong gales from N.E. & clear ship under short sail on different
tacks holding up to the windward but drifting around all the time
Bar in a fog ship under short sail at 4 P.M. land in sight distant about
30-30 12 miles the extremes of it is bearing around to S.E. by [illegible]
got 11 fathoms of water with a heavy swell running from N.N.E.
at 8 PM turned the reeft out of main top sail at 10 AM fore top sail
close reeft at 2 PM turned one reef out of fore top sail ship heading
E.S.E. Cruise no use around the ice and on the east shore
looking for bone heads and I believe it is about as unpleasant a place
for a whale ship to cruise as every place [illegible] to be around
heavy ice most of the time and when the wind blows in from
the north as it does some times the current sets up the shore
to the N.E. [illegible] makes it hard work for the ship to
hold up for fear of going to far north and getting closed in the ice
for the season I am fearful some of the ships [illegible] will get
closed in the ice some of these times if so no daught will fare hard
the middle & latter parts the ~~[illegible]~~ strong breezes from N.N.E. & N.E.

Barque Sea Breeze of New Bedford in the Arti

ship made all sail at times working to the N,E, off the land see a number of sail .

Latt by obs 69-55 at 48 m
Long by chro 162-00 m at 4 P.M. 17

Wednesday the 17th of August 1870

land


[illegible] at 5 P.M. 30-50

The first part of these 24 hours strong winds from N,E, & E by compass & clear ship made all sail working up to the N,E, along the land see a number of sail working the same way at 4 P.M. the extremes of the land E by N & S by W [illegible] the nearest dist about 4 miles [illegible] over the land can not see [illegible] the middle & latter parts strong winds from N,E, & cloudy with some fog ship under all sail on short tacks working to the N,E, see a number of sail off the lee

Latt by obs 70-32 at 12 M
Long by chro 161-28 m

Thursday the 18th of August 1870

land

Bar at 7 P.M. 30-40

The first part of these 24 hours strong winds from N,E, & N,E, by N & cloudy ship under short sail on different tacks working to the N,E, at 1 P.M. [illegible] the land the extremes of it was N,E, & [illegible] nearest dist about 10 miles bearing E N E by compass see a number of ships working to the windward [illegible] sail the middle & latter parts fresh gales from N,E, & N,E, by N & thick fog most of the time ship under short sail on short tacks near the land at 4 P.M. spoke the ship [illegible] Capt Marvin 300 bbls of whale oil this season

Latt by account 70-37 N
Long by chro at 8 A.M. 19th 162-12 m

Friday the 19th of August 1870

at 7 P.M. Bar 30-23

The first part of these 24 hours fresh gales from N,E, & thick fog most of the time ship under [illegible] topsails & storm sails see a few ships near by under short sail one [illegible] supposed to be the [illegible] Capt [illegible] that took a whale [illegible] since the winds have been [illegible] strong for a few days I think it will be the best it has a tendency to drive the ice from the shore so it makes more room for the ships to work in and no doubt very pleasing to many I am [illegible] the middle part strong winds from N by E [illegible] & thick fog [illegible] the latter part light airs from sea & foggy in company [illegible] the barke ship Champion of Edgartown Capt [illegible] at 9 A.M. [illegible] and the Capt came on board

Latt by obs 70-41 N
Long by chro at 8 A.M. 20th 161-
" " 162-
Correct " " 162-

Ocean on a Whaling Cruise W. P. Gray, Master 1870

Saturday the 20th of August 1870

P.m / -25 / [illegible] / P.m / [illegible]

The first part of these 24 hours light airs from S.S.W. & thick fog ship [illegible] short sail in company with the [illegible] ship [illegible] of [illegible] left near the land latter part thick fog most of the time ship [illegible] short sail on different tacks the latter part light airs from same & [illegible] ship [illegible] [illegible]

Lat by obs 70-42 N

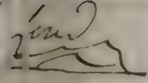
Sunday the 21st of August 1870

Long by chro 160-45 W

The first part of these 24 hours light airs & calms at 6 P.m, sent two boats in shore [illegible] the boats [illegible] them no success [illegible] a number of ships have their boats down for whales one ship [illegible] Land in sight at 5 P.m the extremes of the land was N.E. running to South the nearest dist about 16 miles [illegible] 15 ships [illegible] got 26 fathoms water (middle & latter part fresh breezes from N.E & E.N.E. [illegible] cloudy ship in shore) the middle part light airs & calms at 8 P.m dropped a small kedge anchor under the fore foot to hold the ship in the tide, at it ran about 1 mile per hour the current running to the N.E.b.N. the latter part strong winds from N.E. & N.E.b.N. cloudy ship on short tacks working up the land in company with a number of other ships at 11 a.m the land bore N.E.b.N. round to South the nearest dist about 4 miles with 8 fathoms water under the ship.

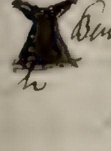
Lat by obs 71-05 N
Long by chro 160-19 W

Monday the 22nd of August 1870



5 P.m / 30-25

The first part of these 24 hours strong winds from N.E. & N.E.b.N. ship under all sail working up to the N.E. at 5 P.m lowered the boats for bowheads the boats went close up to the ice for a [illegible] bowheads struck one killed [illegible] him from the ice a short distance the ship came down and took him in tow and towed him the whale about 10 miles out through the ice took him alongside about 11 P.m, let the whale go about 3 P.m, stood in a short distance to take him along side to the windward to [illegible] got it on [illegible] ship the whale went under the ship [illegible] back to put the fin chain on got it on [illegible] ship again and commenced cutting at 5 A.m, finished cutting at 10½ a.m blowing a gale from N.E. with a heavy swell from the same & thick cloudy [illegible] a good deal of heavy ice at times



55 Bow

head up to the ice

Lat by obs 70-[illegible] N
Long by chro 160-17 W

Tuesday the 23rd of August 1870

4 P.m / -05 / 20 / 20 fathom

The first part of these 24 hours strong gales from N.E. & thick cloudy ship under short sail on the South & Eastern tack employed in clearing up the decks after cutting a bowhead whale the middle & latter parts strong winds from N.E.b.E & E.N.E. ship under short sail working up of the land in a thick fog & some rain the middle part had a heavy [illegible] the crew employed in boiling out oil

Lat acct 70-50 N
Long acct 160-30 W

Barke Sea Breez of New Bedford on A Whal

Wednesday the 24th of August 1870

land

at 5 PM
Bn 30-15

The first part of the 24 hours Strong winds from N E by N by Compass & thick fog at 6 PM, lighted up so the land ahead dist about 12 or 15 miles being I could not tell correctly as there is such a mirage on the land at times it is all most ~~impos~~ impossable for one to tell how far the land is off we got sounding struck can not [illegible] reckoning by observation as in my opinion the land is not laid correctly also saw two ships to the windward under short sail, the middle part the same ship under short sail lying aback [illegible] of the time the latter part strong winds from NE, & cloudy thick fog some of the time saw some ships [illegible] in sight

Thursday the 25th of August

Lat by obs 71-30 N
Long by Chro 160-25 W

at 5 PM
Bn 30-25
[illegible]

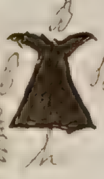
The first part of these 24 hours fresh winds from NE, & cloudy with fog steering the ship along the ice to the Southward & westward under short sail employed in boiling out oil the middle & latter parts the same & cloudy ship on short tacks near the ice employed in stowing down oil at 12 PM cooled down

Lat by obs 71-0 N
Long by Chro 160-40 W

Friday the 26th of August

at 5 PM
Bn 30-20

The first part of these 24 hours fresh winds from NE, & cloudy steering ship SSW, & [illegible] under short sail through scattering ice for a fresh cask employed in stowing down oil the middle & latter parts strong Gales from N & NE by E, ship under storm sails with passing snow squals at 5 PM lowered the boats for Bowheads, the Bow Boat got fast to one Killed in took the whale along side of the ship the boats was off 5½ hours at 9½ commenced cutting & at 2 AM finished cutting a [illegible] the whole blowing a heavy from NE, with snow & hale at times after through cutting set close reeft main top sail & spencer [illegible] ship heading SE by E,



got the [illegible] Bow head
Blowing a Gale of wind

Lat by obs 70-34 N at 8 A.M
Long by Chro 161-20 W

Saturday the 27th of August 1870

land

at 2 PM
sounded 10 fath
[illegible]
[illegible]

The first part of these 24 hours Strong Gales from NE & NE by E, & cloudy ship under short sail on short tacks beating up agans the wind employed in boiling out oil at 2 PM, saw the land bearing SE, dist about (which sounded got 10 fath) the middle & latter parts the same ship under storm sails on short tacks employed in boiling out oil

Lat by obs 70-51 N at 3 PM, 2
Long by Chro 161-58 W at 3 PM,

Cruze in the Arctic Ocean A, P, Gray Master 1870

Sunday the 28d 1870 August

The first part of these 24 hours strong winds from N.E. by E & E, N, E, ship under short sail on the northern tack imployed in boiling out oil have cut two whales the last week in hopes to get another this month shall feel quite well pleased as most of the masters and officers tells me the best whaling comes in september if this is the case I think we shall get a fair seasons work as we all need it also I think we all earn any money that comes up in this place to get whales the middle & latter parts fresh breezes from N.E. by E. & cloudy ship under short sail see one sail to the windward

8 Pm
0-10

Lat by obs at 8 Pm 28th 71-05
Long by chro ,, ,, 161-03 W

Monday the 29d of August 1870

The first part of these 24 hours fresh breezes from N, E, & cloudy ship under storm sails imployed in stowing down oil one sail in sight of the lee bow supposed to be the ship Marengo Capt Little ship on different tacks holding up against the wind the middle & latter parts the same & clear at 10 a m spoke the ship Marengo of New Bedford Capt Little one whale this season went on board stopped one hour

4 Pm
30-8

Lat by obs 70-56 N at 2 Pm 30
Long by chro 161-35 W ,,

Tuesday the 30d of August

The first part of these 24 hours strong winds from N E, by E, & clear ship under short sail holding up against the wind one sail in sight see the least ice to day that we have seen for a many days as we have had to have a look out on the bows for ice almost every day since we got up to the ice I am in hopes we shall not be troubled with ice much more this season for it is very teageus work also cold for one to be all ways on a look out on the bows in the wind & fog as we have to do at all times to keep clear of the ice the middle & latter parts the same

4 Pm
30-12

n a
on
ad
ship
whale
luse him

Lat by acct 71-03 N
Long by chro 161-44 W

Wednesday the 31d of August 1870

The first part of these 24 hours strong winds from N E, & N.E. by E & cloudy ship under short sail holding up against the wind see a ship cruising supposed to have got a whale and then lost him the ship Marengo the middle part light airs from the same with some light rain at 4 a m saw a dead whale took him along side the latter part light airs from E, N, E, & cloudy with fog hanging around one sail in sight at 7¼ commenced cutting in at 9½ a m finished cutting a 75 bbl whale

Pm
30-8

ead wh
whale
ingle
whale
mother

Lat by acct 70-55 N
Long by chro 161-29 W

81

Barque Sea Breeze of New Bedford in the

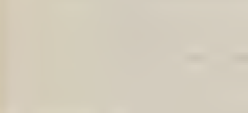
Thursday the 1st of September 1870

at 4 Pm
Bar 30-05

The first part of these 24 hours light airs & calms ship under short sail employed in boiling out oil with a thick fog light airs from south & chang. The middle & latter parts light winds from S.S.W & SW, thick fog most of the time ship under short sail lying back most of the time employed in boiling out oil
Lat by acct 70-53 N
Long by acct 160-48 W

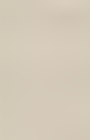
Friday the 2d of September 1870

at 4 Pm
Bar 30-17
in rise
strong

land


The first part of these 24 hours light airs from N.N.E, & thick fog ship under short sail heading to the eastward along at 4 Pm, sounded got 27 fathoms the bar all gone down and bids fair to have some fine weather to sea and get a whale or two soon as we have just boiled a small whale that we picked up yesterday feel as we ought to get another soon finished boiling a 50 bbl whale at 1 Pm, the middle & latter parts fresh winds from N.E, & cloudy with fog at 10 am Point Belcher bore S by W dist about 10 miles Point Franklin bore N, dist about 10 miles the nearest land bore S E by compass at noon the Kinkers came along side in their canoes traded for some bone
Lat by do 70-59 N
Long by obs 159-00

Saturday the 3d of September

got the first whale to Day to be bow head

B
B

The first part of these 24 hours strong winds from N.E & cloudy ship under short sail on short tacks at 2 Pm, spoke the barque Eagle of Honolulu 2 whales this season at 5 Pm, lowered the boats for bow heads no success the middle & latter parts the same at 8 am lowered the boats for whales saw the waist boat a second mate got fast to a whale & took him along side
Lat by acct 71-00 N
Long by acct 158-41 W

Sunday the 4th of September

The first part of these 24 hours fresh winds from N.E, & N.E by N ship under short sail employed in cutting a whale at 12 commenced cutting a large whale say 100 bbl whale finished cutting at 3-40 Pm, 8 [illegible] three ships one ship cutting a whale the middle & latter parts light pleasant winds from S.E, & N.E, ship under short sail near the land at 11 am saw the land ahead bearing S.E, & south Dist about 12 miles
Lat by do 71-05 N at noon
Long by obs 157-45 W

Monday the 5th of September 1870

land

~~[illegible]~~
[illegible] [illegible]

The first part of these 24 hours light pleasant winds from E by S & N.E by N by compass ship under all sail near the land & nice fine weather clear on the [illegible] Chasing whales [illegible] [illegible] [illegible] at 8 Pm the extremes of the land from N.E, around to South the nearest dist about 6 miles employed in boiling out oil in hope to get another whale before this fine weather lets go of us as seldom have such good weather the middle part light winds from the same with

with a heavy shower of rain from 6 P.M. to 9 P.M., put the fires out
& hoisted the pots down after the shower was over started the fires again
…ships in the latter part light airs & calms from N.E., with some fog hanging around
…ht at times. Bowheads lowered for one no success did not see another whale
but once supposed to be going a long distance under water saw one
other ship lower for whales no success at 8 a.m. Cape Smyth in
sight distance about 12 miles bearing about East saw 23 ships 6 a boiling

Lat. by acct 71-15 N at 4 P.
Long. by Chro 157-42 W. at 6

Tuesday the 6th of Sep 1870

The first part of these 24 hours
…Pr light airs from with N.W. & N.d ugly W & thick fog most of the time lifting
…0-27 up at times so we can see 3 a 5 miles saw a few ships steering to the
…stand S.W. under all sail steering ship S.W. under all sail employed in boiling
out Bowhead oil the middle & latter parts light breezes from N.E. to N.W.
thick fog steering ship W.S.W. & laying aback some of the time at 8 P.M.
spoke the Bark ship Eagle of Honolulu 2 whales this season heard of
2 ships being lost near Point Barrow the Millwood & another some
of the ships had done very well up to this time at 12 ~~xx~~ P.M. finished
boiling employed in stowing down oil

Lat. by obs acct 71-25 N
Long. by Chro 158-40 W

Wednesday the 7th of Sep 1870

The first part of these 24 hours
light airs from N.E. by compass steering ship S.W. under top sails
going through the water about 2 miles per hour with a thick fog
employed in washing bone & taking off a head of bone we took from
a whale we picked up the middle & latter parts light airs from N.E.
& west with a thick fog most of the time at 9 a.m. spoke the bark of the
Bark Massachusetts of San Francisco 1 whale this season

Lat. by acct 71-08 N
Long. by Chro 159-35 W

Thursday the 8th of Sep 1870

…and The first part of these 24 hours light
~~…~~ airs from W.N.W. & foggy ship under all sail heading S.W. at 3 P.M. fog
…oint lifted saw three Bowheads lowered the boats with no success at 5 P.M. land
Franklin dist about 12 miles Cape Franklin bore E.S.E. by compass dist 15 miles the
middle & latter parts light airs from the same with fog ship under
all sail near the land at 11 a.m. a Kamschatka canoe came off
from shore to do a little trading had some whale bone.

Lat. by obs 70-57 N
Long. by obs none obs W

Barque Sea Breeze of New Bedford in the

Friday the 9d of September 1870

land

at 5 PM Br 30-25

ice ice

The first part of these 24 hours light airs & calms from North & West ship under all sail on the starboard tack at 4 PM three canoes came along side from shore with natives in, them had some whale bone for trade traded some Mittens & Gloves with the natives saw three ships 2 cruising at 8 PM the natives left us ship drawing in from the land fast at 1 PM the land bore S E by compass dist about 10 miles the middle part & latter part strong winds from N E cloudy ship under short sail steering S W in at 12 PM left to the wind laid aback at 5 am steered a course S W under short sail at 8 am saw the ice laid ship off for it stood close to the ice ½ mile off then steered along the ice to the S W by compass at noon left the ship to the wind heading to the E from the ice saw nothing but now and then a walrus

Lat by obs 71-18 at noon
Long by Chro 162-54 at noon

Saturday the 10d of September

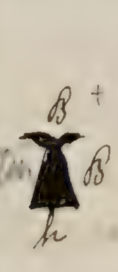
at 4 PM Br 30-15

saw a sail

The first part of these 24 hours fresh Gales from N E & N E by E, ship under a press of canvas heading S E by E, working to the windward the water is [illegible] at times heavy short swell agoing from N E, & E N E, cloudy most of the time sunny at times and is quite warm for this season of the year the middle & latter part the same saw one ship to the windward ship on short tacks holding up against the wind

Sunday the 11d of September

Lat by obs 71-06 N
Long by Chro 161-40 W


B+
B

Left the whale to dry in 2 or 3 whales
Blowing a gale of wind at the time

The first part of these 24 hours fresh Gales from N E by E & E N E, ship under short sail holding up against the wind & cloudy most of the time at 2 PM the boats lowered for Bow heads the second boat got fast to one & took him to the ship got the whale along side twice the first time parted the line hauling him along side when we got the line to the ship clewed up the sails so the ship would not drift to part when the time come took to the whale parted had to set top sails & jibs again to make one or two short tacks got the whale along side, a good deal hard work it blowing a gale of wind at the time and a heavy swell agoing from the N E, of which made it all most impossible for a boat to live in the water put a fluke chain around the whale to keep the whale close up to the ship at 9 PM commenced cutting and at 2 am finished cutting a 90 bbl whale it was the [illegible] getting in any time I ever cut a whale but we got it in after all and was well pleased the middle & latter part the same it is getting rather hard fishing seeming to get much [illegible] but after all we in hopes to fire more of the good old fellows [illegible] time for the season will not last many days longer as we generally have to leave about the last of this month as late as [illegible]

Lat by D R 70-47 N long by Chro 171-7 S raw at 4 PM

Monday the 12d of September

The first part of these 24 hours fresh Gales from N, E, & E & E, N E, & clear ship under short sail close reeft top sails & storm sails holding up against the wind it has got so windy & rugging can not boil out oil very well so have not started the works as yet waiting for better weather that is less wind in hopes to have it soon for we have got a whale in the blubber rome that we cut yesterday and want to boil him out so we shall be all ready for another the middle & latter part the same & saw ship in short tacks holding up against the wind so no sail

4 Pm
30-30
high
this wind

Lat Obs 71-05 N
Longd Chro 161-42 W

Tuesday the 13d of September

The first part of these 24 hours fresh Gales from E N E, & Compass & with passing clouds & snow squalls ship under stay sails at 1 Pm, Started the works but after all the water flys on board quite fresh at times killed a pig that ate some so we shall have some fresh meat on the table I have got two more piggs that we raised our selves of course we no what the pork is the middle part the same the latter part fresh winds from North & with passing snow squalls ship under short sail on short tacks holding up against the wind

4 Pm
30-20
full

Lat by acct 70-56 N [illegible]
Longd by acct 161-04 W " "

Wednesday the 14d of September

The first part of these 24 hours fresh winds from North & cloudy with passing snow squalls ship under short sail heading E N E engaged in boiling out oil for three parts of the day having got the main top sail runner block down on deck to repair found the shive had split the same as we found the fore top sail a day or two ago put another up in its place and set the top sail again it is very unplesent to find most of our the blocks and shives in a very poor condition and no spare ones to replace them with ~~the~~ Middle & latter part the same at 10 A m lowered the boats for Bow heads no success at noon land visible about 8 miles bearing East came to south ~~so~~ a few ice packs

4 Pm
30-9
full

Land
seene

Obs [illegible]

Thursday the 15d of September 1870

The first part of these 24 hours light baffling winds from N, E, & E N E, ship under all sail on short tacks holding up against the wind employed in stowing down oil the middle & latter part light winds from East & E S E, with snow squalls most of the time ship under top sails heading to the North & Eastward

Lat by acct 71-03 N
Longd got none

Barke Sea Breeze of New Bedford on A

Friday the 16th of September 1870

12 48 P.M.
B. 30-05

The first part of these hours light winds from East & cloudy ship under short sail heading N.N.E., in 4 sails off the lee beam the middle part at noon at 4 PM spoke the Barque Champion of Edgartown 5 whales this season Capt Pease got 2 Blocks & a part of sail & rigging from [illegible] the latter part light winds from N & [illegible] steering ship [illegible] under all sail

Lat by obs 71-02 N
Long by obs 158-00 W

Saturday the 17th of September 1870

this was 6 whale
none found [illegible]
B. Boat

The first part of these 24 hours fresh winds from S.W. & west steering ship E.N.E. under all sail at 3 PM lowered the boats for whales the [illegible] boats got fast to a Bowhead & took him alongside saw a number of ships cutting & boiling at 6 PM commenced cutting a 50 bbl whale & at 8½ PM finished cutting the middle & latter part ~~light~~ strong winds from west & N.W., with passing snow squalls saw 25 ships all boiling & cutting

Lat by obs 71-37 N
Long by chro 156-40 W

Sunday the 18th of September

This was 7 whale
none found [illegible]
L. B. Boat

The first part of these hours strong winds from west & N.W., with passing snow squalls ship under short sail near the ice saw plenty of whales near the ice also saw a few ships cutting 20 odd ships in sight the most of them boiling at 4 PM lowered the boats for whales the larboard boat got fast to a Bowhead and took him alongside at 7 PM commenced cutting a 40 bbl whale and at 9½ finished cutting a [illegible] making all sail to work ship south & west the middle & latter part light winds from west & clear ship under all sail working to the west, saw 20 ships all boiling

Lat by obs 71-29 N
Long by chro at 2 PM 154-[illegible]

Monday the 19th of September 1870

The first part of these 24 hours light baffling winds from N & West N.W. ship under all sail steering by the wind finished boiling out oil saw 2 ships taking whale also saw a number of ships boiling out oil at 2 PM spoke the Barke [illegible] of New Bedford Capt Williams 52 whales this season the middle & latter part light winds from North & N.W. with passing snow squalls steering ship through the ice from the east side [illegible] Point Barrow as we had quite a [illegible] time of it as we had [illegible] upon ship in the night through a [illegible] ice at 9 AM spoke the Barke [illegible] Thompson of New London 10 whales [illegible]

Lat by acct 70-55 N
Long by acct 152-00 W

Tuesday the 20th of September 1870

The first part of these 24 hours fresh winds from North & cloudy with passing snow squalls, steering ship S,E, under all sail employed in boiling out oil at 2 P.M., spoke the ship James of New Bedford 4 whales this season Capt Green came on board a short time at 4 P.M, saw the land bearing East ½ N by compass dist about 5 miles the middle & latter parts strong winds from N.N.E, & thick snow most of the time ship under easy sail at 7 a.m spoke the Elizabeth Swift of New Bedford Capt [illegible] 10 whales this season 65 barrels of oil bound to the south & as we have not seen any signs of whales of late hauled up our wind to steer off with him turned the reefs out of the top sails set main top gallant sail & steered a course S,W, by compass at 10 a.m saw the land bearing E,S,E, by compass

4 P.M
30-40

Lat by acct at 4 P.M 70-40

Wednesday the 21st of September

Long by acct at 4 P.M 161-15 W

The first part of these 24 hours fresh winds from N.E & cloudy thick with snow most of the time steering ship S.S.E the middle & latter parts strong winds from N.E, & cloudy with snow ship under short sail heading on the Northard tacks at 10 a.m saw Bowheads lowered the boats, the other boat last got fast to one and took him along side Lat by acct 71-00 N

Long by acct 162-17 W

Bowhead [illegible] strength of Blubber [illegible]
Blowing a [illegible] of winds at the time
Pieces taking [illegible] from the ship [illegible]

Thursday the 22d of September

The first part of these 24 hours strong winds from N.N.E, & cloudy at 5 P.M, commenced cutting a large whale and at 9 P.M finished cutting a large whale got supper and then set the watch got the [illegible] fast the ship under short sail the middle & latter parts the same saw one ship supposed to be the Eagle of [illegible] all in employed in boiling out oil & stowing down oil

Lat by acct 71-00 N

Long by acct 162-14 W

Thursday

Friday the 23d of September 1870

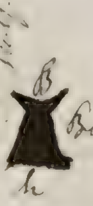
The first part of these 24 hours light breezes from N.N.W & cloudy ship under all sail on different tacks at 1 P.M, saw a bowhead going to the N.N.E, [illegible] could not [illegible] for him he went out of sight [illegible] take a whale we have been employed in stowing down oil & taking out for shooks as we have got to set up casks to put our oil in we are in hopes to get another whale soon so we shall have some oil to put in them I think we have done well so far in hopes to continue the same the middle part light winds from N.N.E, & cloudy the latter part strong winds from the same ship under short sail on different tacks

4 P.M
30-3

Lat by acct 71-35 N

Long by acct 162-10 W

Barke Sea Breeze of New Bedford on A Whaling Cruise



[illegible] 2 whales [illegible] of the time

Saturday the 24th 1870

The first part of these 24 hours strong winds from N.E. by N. & N.N.E., ship under short sail on the tacks at 2 P.m, saw Bowheads lowered the boats for them the Larboard got fast to one and took him along side at 6 commenced cutting and at 11 P.m, finished cutting a large whale had some hard luck the piece tore or gave away under the second fin so had to saw down and then lash down on it to the hooks of which took about one hours time after which got along nicely but it was quite rugged cutting for the ship begins to be very stiff of course makes it [illegible] cutting the Middle & latter parts the same employed in boiling out oil at 7 a.m, saw a Bowhead close to the ship did not lower for the smoke

Lat by acct 70-5 N
Long by acct 161-58 W

Sunday the 25th of September 1870

The first part of these 24 hours strong winds from N.E., & cloudy with passing snow squalls employed in boiling out oil at 4 P.m, lowered the boats for Bowheads no success saw two whales the middle & latter parts fresh gales from N.E., & cloudy with passing snow squalls ship under short sail on short tacks holding up against the wind employed in boiling out oil and stowing down oil saw a whale close to the ship did not lower blowing heavy from N. to N.E., by [illegible] ship under close reefed top sails

Bnd at 6 P.m
30-25

Lat by acct 70-50 N
Long by acct 167-00 W

Monday the 26th of September 1870

The first part of these 24 hours strong winds from N.E., & cloudy with passing snow squalls employed in boiling out oil and stowing down oil ship under storm sails on the North in tack heading N.W. by W. it is very cold the ship is all iced up and the decks is covered with snow most of the time and makes it very hard getting around on deck or aloft as we have to [illegible] stering around to keep warm and to do our work got a part of reckoning to [illegible] and found the ship 80 miles farther west then we had any idea of have a strong current say 15 miles per day for the last 5 days the middle & latter part the same

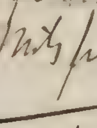
No Obs [illegible]

at 4 P.m
Bar 30-30

have a strong current for the last 5 days of 15 Miles per day

found the ship 80 miles to the west.

Tuesday the 27th of September 1870



This whale [illegible] Larboard [illegible] [illegible]

The first part of these 24 hours fresh winds from N.E. by N. & cloudy with passing snow squalls ship under short sail holding up against the wind at 2 lowered for whales the Larboard got fast to one & took him along side at 5 P.m, commenced cutting and at 9 P.m, finished cutting a large whale after which [illegible] the middle & latter parts the same at 8 a.m saw Bowheads lowered the boats for them the Larboard got fast to one after being fast a short time the iron broke and so lost the whale [illegible]

- the latter part the same saw plenty of whales

Latt acct 70-36 N
Long acct 164-43 W

ice [illegible] about around the boat and in the line

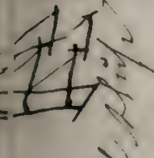
Wednesday the 28th of September 1870

The first part of these 24 hours fresh ~~breezes~~ winds from N.E. & E.N.E. & N.N.E., at 1 P.M., the boats lowered for whales the starboard got fast to one & took him along side at 5 commenced cutting and at 8½ P.M. finished cutting a large whale saw a number of sails steering to the south & westward, supposed saw plenty of whales all around seemed to be quite still the middle & latter parts the same saw one ship boiling supposed to be the [illegible] of New Bedford at 5 a.m. got the head cleared away started the works ice making all around the ship and in the boats and lines all iced up so makes it very bad whaling & going down in the boats at 10 a.m. the boats lowered for whales no success the starboard & larboard boats went along side of a large whale but did not get fast the whale saw the latter saw the ship to the leeward get a whale and she was cutting at the same time

Latt by obs 70-18 N
Long 164-58 W

Thursday the 29th of September 1870

=4 Bw
1-40



full ship

The first part of these 24 hours light winds from N.E. & N.N.E., ship under short sail employed in boiling out oil on short tacks heading up against the wind at 3 P.M., lowered the boats for whales no success the starboard boat went along side of a whale did not get fast saw a ship get her colors all over her supposed she was full as we saw her take a large whale along side saw another ship under all sail heading to the S.W. the middle part the same the latter part light changeable winds & calms employed in boiling out oil & stowing down oil saw two ships boiling and their boats off chasing whales no success saw plenty of whales but being calm did not think prudent to lower for them as we had our decks full of oil and wanted to get it down below decks and as there is not much chance to get a whale in a calm as it is at present in hopes we shall have a breeze some so we can lower our boats for the whales and only hope that we may get another whale before we leave this place as we can not stop many more days for it is getting time to leave to go south

Latt acct 70-32 N
Long by acct 164-40 W

Barke Sea Breeze of New Bedford on a Whaling cru

Friday the 30d of September 1870

at 7 Pm
Bo 30-28
on a fall
plenty of whales

The first part of these 2 hours light airs from west & baffling at 1 Pm, lowered the boats for whales no success saw plenty of whales one ship Barke take whale supposed to be the Champion of Edgarton Capt Pease in in boiling out oil & stowing down oil the middle & latter part light winds from NW & west ship under short sail on different ta imployed in stowing down oil

Latt obs 70-26
Long by Chro 165-42

Saturday the 1st of October 1870

at 8 Pm
Bo 30-35
Plenty of whales

The first part of these 2 hours light winds from SW & North & West wind baffling ab 4 points with a freezing fog coming over part of the time at lowered the boats for whales no success the whales very shy the boats got quite near but did not get fast saw two ships cutting saw plenty of whales the middle & latter part light airs & calms from [illegible] & with passing clouds at times ship under short sail imployed in out oil saw 3 ships boiling the sea has gone down and the is as smooth as though our Vessell was in some [illegible] har at 8 am lowered one boat to go and see if we had not raised a d but turned out to be a carkiss with the irons in

Latt obs 70-10 N
Long by acc 164-55 W

Sunday 2d of October 1870

at noone
Bo 30-40

[illegible] 12 whales [illegible]
Latt obs 70-20 N
Long 165-10 W

The first part of these 24 hours light airs calms from N N E & with passing fog and clouds imployed in boil out oil boiling the heads of 4 whales in hopes to get one more b we leave if we do not get him [illegible] am afraid we shall to go off without him luck has rather gone against us the last as we have seen plenty of whales quite still and got none saw other ships take whales the same time at 1 Pm, saw whales lowered the for whales the larboard boat got fast to one and took him to the s at 7 Pm commenced cutting and at 10 finished cutting a large whale the middle & latter part pleasant winds from NE East & clea fine weather saw plenty of whales the boats of chasing whales saw the John Wells take a whale

Latt obs 70-32 N
Long by chro 165-12 W

Monday the 3d of October 1870

Waist
B
Boat
b

This makes 13 whale
waist Boat

The first part of these 24 hours fresh winds from E N E & N E & E, ship under short sail at 1 Pm, the boats waist Boat got fast to a large whale & took him along side at 4 Pm, commenced cutting and at 7½ finish cutting a large whale the middle part strong winds from NE, & clear ship under short sail heading to the south & tack the latter part the same blowing ship under short sail imployed in boiling out oil & stowing down at 7 am squared the yards for port and well pleased guys & as well as the officers and I am a long time [illegible] much pleased is everything goes if we can get out of this sea and in th part safe with what we have got on board I for one shall be ~~saft~~ well pleased and thank my Maker for our good success for I think we have been very lucky and am thankful for it, at present our decks is all lumbered up with oil and cask provisions with parts of 2 whales in the blubber room and as all the blubber is forward of the main mast puts the ship by the head more then I want her to be in heavy weather so today we have got all hands stowing down oil in the after hatch after getting the oil down we put the bone on the top of the cask of course as we have got now four heads of bone in the bone to go down aft will lighten her head some and be in better condision to work the ship in heavy weather as we expect to realise considerable in going to the Sandwich Islands so ends this days starts

Lat by obs 59-36 N
Long by obs 167-00 W

Tuesday the 4th of October 1870

=9 Pm
30-25

The first part of these 24 hours fresh Gales from N.E. by compass thick cloudy, steering ship S.E. under close reeft top-sails employed in boiling out oil & stowing down oil in the after hold took up the meat in all about 85 bbls more then I expected there was in the ship. Shipped a sea abaft main shrouds in bull works filled the tubs with water and considerable water went into the pots [illegible] things look rather bad for a short time settled down main top-sail and keep the ship going on her course as we wanted to get south the middle & latter part heavy Gales from N by E, & cloudy steering ship S.W. & South running very hard through the night as we was passing point hope I did not know how near the ship was as we had not seen the land cooled down and baled the oil out of the pots lashed every thing along about decks for we expected to have the wind heavy as we did through the night & day at 7 a.m. left the ship to the wind blowing to heavy to run as the ship began to steer quite hard hove to under close reeft main top-sail & fore top-mast stay sail, had to keep the men about decks lashing the deck load as we have a good deal of stuff on deck at present

Lat by obs 68-00 N
Long by obs 167-39 W

Wednesday the 5th of October 1870

=4 PM
29=85
29-85
[illegible] down for
[illegible] on the
[illegible] a
[illegible] rite

The first part of these 24 hours heavy Gales from N by E, & clear ship lying to under storm sails with a quantity of provisions on decks & oil lashed up to the side of the ship ship laboring hard blowing very heavy at times ship making 4 points leeway and drifting 2 to 3 knots per hour heading E by N, the middle part the same at 4 PM wore [illegible] moderate [illegible] set close reeft [illegible] course S.W. by S the latter part strong winds from the same & cloudy steering the same at 10 am stored the works employed in stowing down oil between decks at 1 PM took starboard boat from the cranes and [illegible] the sea being so heavy ship rolled them away

Lat by acct 56-18 N
Long by acct 168-08 W

Barke Sea Breeze of New Bedford on a whaling

Thursday the 6d of October 1870

At 4 PM Bar
The first part of these 24 hours light winds from N.E. by compass & thick cloudy most of the time with some fine rain steering ship S.S.W. under double reef topsails employed in boiling out oil & stowing down oil, from considerable as we have got about 3 or 4 of blubber in the blubber room to boil out in hopes to have good weather to boil it out and if we do I for one shall be well pleased and no dought most of my men will be ... have the same feelings my gratest desire is to get through the Straits all right as we have a good deal thick and not very good seeing this time of year but shall trust to luck and my ... to guide us through at 3 PM, saw the land bearing S.W. by compass dist about 20 miles the middle & latter parts strong winds from N.W. by E. & cloudy under storm sails the latter parts fresh winds steering ship S.S.W. under all sail at 7 a.m had to ... the works the ship rolled so bad and lash things in general about ship at 11 a.m saw the land bearing south & S.W. by compass dist about 10 miles

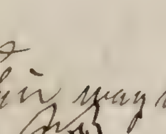
cost here in sight near the Strait

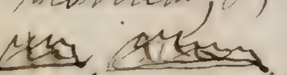
Lat by obs 66-17 N
Long by chro 169-00 W

Friday the 7d of October 1870

At 6 PM Bar 29-88
The first part of these 24 hours fresh winds from North & cloudy thick hazy at 2 PM, land close aboard of us brought the ship to the wind under all sail at 3 discovered that we was on the west shore thinking all the time that we was on the East shore being 40 miles out of our reckoning at 6 PM, past East Cape dist about 8 miles steering ship S. by compass under all sail at 7 took in all the light sails & double reefed the topsails at 7 PM, steering a course S.S.E. by compass through it all night run the ship through it as long as the wind lasted at 5 a.m, the wind let go to a flat calm at 6 a.m light airs from south with a heavy swell agoing from North the middle part the same the latter part light airs from south & clear at times at 10 a.m Fairway rock bore N.E. by N dist about 10 miles Cape ~~point~~ prince of wales bore N.E. by E dist 40 miles the Diomedes Islands bore N.E. by E in 20 miles saw a ship under short sail supposed to be the Onward boiling out oil at the time

East Cape

Fairway rock

ship in the Straits boiling out oil

Diomead I,


Lat by obs 65-17 N
Long by chro 170-00 W

Saturday the 8d of October 1870

At 4 PM Bar 29-80
The first part of these 24 hours light winds from S.E. & N.N.E., steering ship South under all sail employed in boiling out oil in company with the Onward of New Bedford Capt Palmer at 4 PM the headland to St Lawrence Bay the south head bore west dist about 25 miles the ... head to the Bay bore N.W. dist about 30 miles the middle part strong Gales from North & cloudy with heavy snow squalls steering ship S. through the Straits in company with ship Onward at 8 a.m we saw the land bearing the

Since [illegible] about 25 [illegible] highland, to west of Marcus Bay at 7 a m the ship onward came to the wind and took in her fore top-sail supposed to it was to ruff for her to run we shipped a good deal of water but kept the ship agoing

Lat by acct 63-00 N
Long by acct 173-30 W

Sunday the 9d of October 1870

Pm 9-78
The first part of these 24 hours heavy Gales from North & cloudy with passing snow squalls steering ship [illegible] untill 8 Pm, a heavy sea boarded us and nearly filled the decks full of water left the ship to the wind and laid still ship heading west under storm sails the middle & latter parts the same with a heavy swell agoing from west & North chopping sea up like mountains in all directions of which caused the ship to labor very hard at 8 Pm a heavy sea run aboard of us filled ~~the~~ decks full of water breaking out the bull warks in places along in the waist left the ship to the wind & took close reeft main top sail & fore top-mast stay sail as we had about 25 bbls of oil on deck and 60 of [illegible] [illegible] the ship to heavy and [illegible] tumbling about shockingly at 2 a m the ship pitched a heavy lurch pulled the [illegible] boat breaking her down in the middle & taking her from the cranes entirely so lost her with all her craft at 3 a m [illegible] another heavy lurch lifting the waist boat up from her lashing as she was rolled up [illegible] at the time [illegible] the [illegible] down and letting the boat down called all hands and got
7 am 29-90
her secured the best we could as the ship was rolling rail under most of the time and very cold & freezing [illegible] very bad
freezing
to do such work as the mens hands gets chilled and they can not do every thing the latter part heavy Gales from the same ship lying to under storm sails heading to the west at 9 a m got all hands up to close reeft main top-sail over as the paint was getting loose got it reeft and set it for the ship then lays better as the sea had got to going with the wind some the sea washing all over us at times I am in hopes we shall have better weather some for we want to get along on our passage and also get our work done as we have about 150 bbls of blubber in the blubber room now that we picked out of the Artic and makes the ship tumble about shockingly but hopefully are in hopes of getting weather to do our work soon so we can get out of this cold weather the latter part the same ship laboring very hard in a cross going sea

Lat by acct 62-30 N
Long by acct 174-00 W

Bark Sea Breeze of New Bedford from the Arctic Oc

Monday the 10d 1870 of October

at 4 PM Bar 30-00 rising slowly

The first part of these 24 hours heavy Gales from North & NW, shifting to N under storm sail heading west most of the time with a cross sea running different quarters ship labouring quite heavy and taking in a good deal of water on decks the pumps well attended to 3 PM, ran the spare cable down ~~xx~~ below decks the men employed in lashing casks boats and making things fast about decks as we have about 40 casks on deck and nearly all full of oil & water & meat bread and such things as whalemen generally have about decks when they have got their between decks blocked with blubber as we have at present we have had now about 5 days gale of wind right along with but little good weather in these days we in hopes soon to have better weather so we can get things snug about decks for at present we dare not take the hatches off as there is so much water about the decks for fear we shall get it swamped this is about as tuff time as I ever saw going from a seasons work but we hope it will come out all right the middle part the same the latter part strong Gales from the same & cloudy ship under storm sails lying to at 8 a.m. got the waist boat in on deck and put her on the house [illegible] things snug about decks then kept the ship off and steered a course SW by S under close reeft topsails ship made very good weather of it [illegible] to every thing on deck [illegible] the sea will [illegible] same so we can get our oil and provisions below decks as we have got about 80 barrels of oil on deck and 80 barrels of oil on deck [illegible] to much for such stiff weather

got the waist Boat in on deck and put her over head

Lat by acct 62-08
Long by ~~obs~~ acct 174-50

Tuesday the 11d of October 1870

at 4 PM Bar 30-10 rising slowly

The first part of these 24 hours strong Gales from North & cloudy steering ship SSW under close reeft topsails & the watch employed in unbending and stowing the chain cable as we have had it bent all the season for fear we may want to use the anchor as we have been near the land most of the time the middle part the same & the latter parts more moderate at 8 a.m. start of the watch left the ship to stow [illegible] and to stow down oil as we had been waiting a number of days to get the weather moderate enough to put the oil below decks ship tumbles about very bad but manage to get along with our work

Lat by acct 179-10 W
Lat by acct 59-50 N

Wednesday the 12th of October 1870

The first part of these 24 hours fresh gales from NW'ly & cloudy with passing snow squalls Stg. ship by the wind under storm sails employed in boiling out oil and stowing down oil between decks the water is washing over the decks about all the time as the ship rolls down so deep takes it up from the side of the vessel the latter part strong breezes steering SSW under single close reefed main top sail employed in boiling out oil the latter part the same & cloudy with passing snow squalls steering ship SSW under 2 close reefed top sails employed in boiling out oil and stowing down oil in the lower hold aft the main mast
Lat by acct 58-39 N
Long by acct 182-25 W

Thursday the 13th of October 1870

The first part of these 24 hours strong winds from N'ly and NWE by compass steering ship SSW by compass under double reefs & reefed fore top sails employed in boiling out oil & stowing down oil knocked off after watch this day cloudy with passing snow squalls the middle part the same employed in boiling out oil the latter part pleasant winds from N'ly & E & cloudy steering ship SW by S under short sail employed in boiling out oil & stowing down oil
Lat by obs 57-08 N
Long by chro 175-47 E

Friday the 14th of October 1870

The first part of these 24 hours light pleasant breezes from N'ly & NE, & cloudy steering ship SW by S under all sail employed in stowing down oil between decks & boiling out oil the middle & latter part the same with passing rain & snow squalls steering ship SW by S under all sail at 11 P.m. finished boiling the remnants of 6 whales that has given us about 550 bbls of oil all hands employed in stowing down oil between decks & clearing up the decks and lashing things snug for heavy weather we have now stowed below decks 1285 bbls of oil that we have taken this season
Lat by obs 55-48 N
Long by do 173-00 E

Saturday the 15th of October 1870

The first part of these 24 hours pleasant light winds from North & NE with passing rain squalls all hands employed in stowing off fore hold and clearing up the decks as we have not had clear decks for some time it seems quite good to see the decks clear of cask steering ship SSW under all sail the middle & latter part light winds from NE & part cloudy steering ship SSW under all sail
Lat by obs 53-52 N at noon
Long by chro 170-00 E at 2 P.m.
the 16th

Barke Sea breeze of New Bedford from the Artic Ocean

Sunday the 16th of October 1870

The first part of these 24

at 4 P.m
Ba 29-90
on a fall

strong winds from E S E by compass ship close hauled with the lar[illegible] tacks on board under all sail overcast cloudy steering through the fog & thick; the middle part fresh Gales from E by S & E S E, at 10 P.m double reeft top sails hauled main sail jibb & fore sail blowing heavy from East with some rain ship close hauled heading [illegible] at 4 a.m more moderate set fore sail & main sail at 10 a.m turned the reefs out of top sails & set main top gallant sail

Lat by obs 51-44 N
Long by Chro 170-00 E

Monday the 17th of October 1870

The first part of these 24

at 4 P.m
Ba 30-15

light winds from N N E & N E by E, ship under all sail steering S E by compass with a heavy swell agoing from different points causes the ship to role & tumble about, rather bad in hopes soon get more wind so it will stedy the ship more & keep them from slating for it is rather hard on the sails on such times slating them against the mast and rigging wears them out much faster than we had a strong breeze to fill them but after all must be content as the wind comes the middle & latter parts light airs from west & N W with passing rain squalls steering ship S E ½ E under all sail with a heavy swell agoing from west & S W, employed in washing out the boats cleaning there craft and so fort

Lat by obs 50-53 N
Long by Chro 171-24 E

Tuesday the 18th of October 1870

The first part of these 24 hours

at 4 P.m
Ba 30-30

plesant winds from west & W S W, steering ship S E ½ E under all sail, employed in all jobs about ship & clear at 4 P.m clued down the top Gall sail to repair a hole that had got chafed in it sometime when the sail had been clued up soon fixt it then set the sail again the middle & latter parts plesant breezes from west & W N W & [illegible] steering ship S E ½ E under all sail

Lat by obs 48-46 N
Long by Chro 174-00 E

Wednesday the 19th of October 1870

The first part of these 24 hours

at 4 P.m
Ba 30-55

light winds from N N W & clear with passing clouds steering ship S E by E, under all sail employed in scraping top masts [illegible] [illegible] [illegible] plenty ship to pay got the Starboard [illegible] [illegible] on deck the middle part strong breeze [illegible] cloudy ship under all sail heading E by N [illegible] at 7 a.m blowing [illegible] [illegible] come down the [illegible] reefs & [illegible] [illegible] heading [illegible]

Lat by acct 48-46 N
Long by acct 176-48 E

Thursday the 20th of October 1870

-34 The first part of these 24 hours strong gales from S.E. & cloudy thick weather ship under double reeft topsails & courses ship heading East laboring quite hard as we have got heavy press of canvas on but we feel as the land is under our lee for [illegible] Islands and do not want to get to near them in this heavy weather hope that we may have a change of wind soon so we may get a little farther South the middle & latter parts fresh gales from S.E. & South ship close hauled heading E.S.E. & East running under double reeft top-sail & courses thick with rain

lat by acct 45-30 S
long by acct 177-29 E

Friday the 21st of October 1870

-35 The first part of these 24 hours strong winds from S.E. & thick fog with rain ship under top-sails heading E.N.E. with a heavy sea going from S.W. & South the middle part the same the latter part light breezes from S.E. & S.E. by E. ship under all sail close hauled heading E.N.E. & N.E. by E. & cloudy [illegible] part of time

lat by obs 45-11 S
long by chro 175-32 W

Saturday the 22nd of October 1870

-15 The first part of these 24 hours light airs from East & clear ship under all sail heading S.S.E. with a heavy swell going from S.W. & west fixing up jobs about ship to day turned some new pump boxes on lathe [illegible] -tings fixed the pump spout the middle & latter parts strong winds from [illegible] & west steering ship S.E. by E. under all sail & clear

lat by obs 46-40 S
long by obs 174-00 W

Sunday the 23rd of October 1870

-20 The first part of these 24 hours strong winds from west & clear steering ship S.E. by E. ½ E. under all sail everything set large aft ship going through the water about 9 miles per hour in hopes this breeze will last a few days so we can lessen our distance some the middle part strong winds from S.W. & clear the latter part pleasant winds from South & S.E. & clear fine not a cloud to be seen alone ship close hauled heading East & E. by N. under all sail

lat by obs 47-32 S
long by chro 170-00 W

Monday the 24th of October 1870

The first part of these 24 hours light pleasant winds from N.E. & E.N.E. & clear ship close hauled heading South ship under all sail the middle & latter parts fresh winds from N.E. & N.N.E. ship under all sail close hauled heading S.S.E. & clear

lat by obs 47-35 S
long by chro 167-00 W

Tuesday the 25th of October 1870

at 4 P.M. Bar 30-50 no Storm

The first part of these 24 hours light pleasant breezes from S.E. & E.S.E. ship under all sails close hauled heading N.E. by E all hands in pleasure in picking some hemp oakum in case of accident stand at the middle & latter part light winds from the same & thick fog with rain ship on different tacks working to Northard & East under all sail

Lat by acct 43-54 N
Long by acct 166-

Wednesday the 26th of October 1870

at 4 P.M. Bar 45

The first part of these 24 hours light airs from S.E. & thick fog with some fine rain ship under all sail close hauled heading E.N.E. with a heavy swell a going from East supposed the wind is blowing from that quarter not far off in hopes to get a fair wind soon so we can get along on our course for we begin to get very anxious about getting in as we have had considerable head wind of late the middle & latter part light breezes from S.W. by S & South ship close hauled heading on the Starboard tacks & thick cloudy fog with some rain ship under all sail working to the S.E.

Lat by acct 43-14 N
Long by acct 164-40 W

Thursday the 27th of October 1870

at 4 P.M. Bar 30-50 no Storm

The first part of these 24 hours light winds from S.W. & thick cloudy with fine rain Steering ship S.E. & E under all sail got a fair wind this afternoon and feel well pleased and hope it will last a few days and I for one shall feel quite thankful for it the middle & latter part strong winds from N.W. & North & round to N.N.E. steering ship S.E. by E under all sail & cloudy sun shows himself once in a while

Lat by obs 40-30 N
Long by chro 161-25 W

Friday the 28th of October 1870

at 4 P.M. Bar 30-50 no range

240 miles [illegible]

The first part of these 24 hours strong winds from N.E. & N.N.E. steering ship S.E. by E under all sail at 1 P.M. took in flying jib & gaff topsail blowing a strong wind N.E. & clear with quite a swell [illegible] supposing the wind has been blowing in that quarter we have got a fair wind for these 24 hours past and have made about 10 knots per hour or 240 miles since then we have [illegible] for some time and feel well pleased now and in hopes we shall make a good run these next 24 hours [illegible] will help us along [illegible] the latter part strong winds from E.N.E. & East ship under all sail close hauled heading S.S.E. & clear with passing clouds

Lat by obs 37-04 N Long 160-14 W

ound to the Sandwich Islands W P Gray Master 1870

Saturday the 29d of October 1870

The first part of these 24 hours strong winds from South & clear with passing clouds ship close hauled heading E S E under all sail with [illegible] all hands employed in [illegible] about ship [illegible] 210 [illegible] the last 24 hours [illegible] ship close hauled [illegible] south [illegible] we have now about 100 [illegible] in [illegible] the ship leaks considerable I think [illegible] more water than she [illegible] the ship [illegible] more the [illegible] when we get in the [illegible] latter part the same [illegible] ship [illegible] wind

Pm
-62
ils
ship

Lat by obs 33-24 S
Long by chro 160-00 W

Sunday the 30d of October 1870

The first part of these 24 hours strong winds from East & clear at times with passing clouds ship close hauled heading S S E under all sail with fore [illegible] sail [illegible] top gallant sail furled ship last 24 hours [illegible] 62 [illegible] the crew [illegible] in scraping & washing bone & fitting a place on deck to [illegible] the bone in the middle & latter parts the same at 4 PM [illegible] main the sail [illegible] top sail & stopped the sail to the yard until we could [illegible] the sheet [illegible] the main tack [illegible] ~~[illegible]~~ [illegible] until we could get it fixed which we have got the tack [illegible] again also at 4 [illegible] got main top sail set again

Lat by obs 30-25 S
Long by chro 157-[illegible] W

Monday the 31d of October 1870

The first part of these 24 hours strong winds from E N E [illegible] & clear ship close hauled heading S ½ E under all sail except top sails the middle & latter parts the same ship under all sail except top sails heading S E all hands employed in scraping bone

Pm
30-55
ship
sail
except top
close haul

Lat by obs 28-[illegible] S
Long by chro 15[illegible] W

Tuesday the 1 of November 1870

The first part of these 24 hours strong winds from E N E & clear ship close hauled heading S E under all sail except top sails [illegible] all hands employed in scraping bone [illegible] over the ship [illegible] but being [illegible] nothing at the middle & latter parts the same employed in scraping bone

Pm
-75
ship
middle
close haul

Lat by obs 25-40 S
Long by chro 157-03 W

Barke Sea Breeze of New Bedford from the Ar

Wednesday the 2d of November 1870

at 4 P.M. Bar 30-40 155 bbls today ship close hauled under Double reefs most of the time	The first part of these 24 hours strong winds from E by N & clear ship close hauled under top sails heading S E by S all hands employed in scraping bone the middle & latter parts the same Lat by obs 22-40 S Long by chro 156-46 W

Thursday the 3d of November 1870

at 4 P.M. Bar 30 30	The first part of these 24 hours strong winds from East by N & squally steering ship S by E ½ E under top sails all hands employed in scraping bone at 6 A.M. we saw the land dist about 6 miles laying S S E of the Hilo Bay at 8 A.M. in the same day dropped anchor in Hilo Harbor

ean bound to the Sandwich Islands (A. J. Grayhurst),

Bark Sea Breeze bound from Honolulu

Dec 1st 1870

At Day light this morning we are
Standing in toward the Land See
Coco Head four Points on our weathe
bow when we got nearer in the w
knocked us off more So we just
Barbers point we made two Short
tacks and at one O'clock P.M.
aback off the Bell Buoy under who
top sails at the this I consider go
for a Ship in her condition at
Capt Grey came aboard with the
[illegible] the Crew as Drunk as Lord's
looking Set of fellows aboard of the
Breeze just now but they will all
[illegible] in a few days at 5 P.M.
Capt Grey Gave us all aloha &
the Ship & we kept away Steerin
South by E ½ E under Easy Sail Bark
Alaska Bark Acors Barnes in Comp
Steering the Same course So Ends

Dec 2nd 1870
Friday
This morning we have a [illegible]
from N.East [illegible] [illegible] at [illegible]
hand in the slack of some of our
Stays So at Day light we're Ship
[illegible] [illegible] [illegible] the [illegible]
[illegible] [illegible] [illegible] [illegible] it
makes me Sick to look at
how So many things want doing
first we have hauled the
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Lat [illegible] N
Long [illegible] 40 W

to New Bedford R. L. Wicks Master

3d

Commences with Strong N.E. Trades & good clear weather we Sent down the Main to Sail Cart for Repairs Sent up an old one in its place [illegible] to day nothing of importance having occured

4th

This day first part commences with good weather & pleasant breeze's but the Middle and last parts have got up to be Squally with heavy Showers of Rain which make it Rather unpleasant even for warm weather this is our first Sunday at Sea very quiet aboard the Ship

Lat 13-51
Lon 13-39

5th

Comes in with Strong winds & heavy Squall's Ship under double Reef top Sails Steering S.E&E the last part the weather has moderated & wind hauled out to S.East

6th

commences with light winds from S.East & baffling continues so throughout the day we have been busy fitting up the Boats and getting them's Ready for a whale [illegible] do [illegible] have got their boats Ready and [illegible]

Lat 17-34
Lon 18.46

Diary on Board of the Bedford

[illegible]

Wednesday 7th

Commences with light winds [illegible]

Thursday 8th

Friday 9th

Saturday 10th

Sunday 11th

Homeward bound R.D. Wicks Master

Nov

day 12th

Commences with [illegible] wind [illegible] [illegible] [illegible] [illegible] [illegible] the day we have been [illegible] [illegible] [illegible] generally [illegible] on [illegible] [illegible] [illegible] back stays &c I think [illegible] [illegible] [illegible] of the weather [illegible] [illegible]

Lat 03=56 N
Long 161-16 W

day 13

Commences with light wind from S.S.East Ship heading S West by South making about 7 knots [illegible] the middle part is calm [illegible] [illegible] we have finished all of [illegible] [illegible] [illegible] now [illegible] [illegible] ready for a cruise [illegible] of Skip Jacks round the ship this forenoon one of the [illegible] caught five [illegible] on the same [illegible] to catch some but the fellows [illegible] [illegible] [illegible] [illegible] [illegible] this afternoon the wind [illegible] from the East [illegible] going along fine So ends

Lat 2-54
Long 161-41

day 14th

Commences with light [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the day [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the signs of whales [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the Day Ends with light wind and good weather

Lat -34 S
Long 162-41

Decmber 1870
Thursday 15th

Commences with fair weather an
light wind from S.S.East the ea
part the wind has hauled to Sou
more South at Eleven A.M. and
to the East ward making about
knots per hour Crew are employed
to day making Spunyarn & getting
to work aloft &c last part the
wind has died away to nearly calm

Friday 16th

Lat 2.20 S
Long 163.49 W

Comes in with very light wind
from South East Ship heading S by
Sent down the mizzen top mast St
Sky Sail for Repairs found it
rather Shaky & will take Some
as well as canvass to fix it
overhauled the Sail room to find
the new fore Royal but could
not find any So I made up
my mind [illegible]
one of the men to help me
took Some Spunyarn & measured
it got my cloth ready and at ten
A.M. commenced to cut See how
long I will be making of it

Lat 3.01 S
Long 163-44

Saturday 17th

Commences with calm at ten
took a light Cats paw from N.W.
& continued So throughout the
I have been working on the Royal
to day and at 5 P.M. I
the yard aloft & bent the
Sail all done & finished in go
Shape & Sets like a duck now
this is what I call quick work
considering that the Thermometer has
at 98 nearly all day

Lat 3-06
Long 163.25

[illegible]mber 18[illegible]
[illegible]day 18th

Commences with light wind from N.W. & fine weather Steering S.E. by East the middle and last part the wind backs to N.East with light Squalls of Rain Ship making about five knot throughout the day I have been up in [illegible] to day looking for whales but could not see any Oh dear me if we could only see some whales it would be nice it is so lonesome here not so much as a Finback to be seen

[illegible]nday 19th

Comes in with light wind from N.East and fine clear weather the middle part the wind freshens Ship making about 9 knot Steering S.E. by East at 4 P.M. kept off Steering S.S.East last part the wind [illegible] the same Ship making 5 knots per hour I have not done much to day myself but fix the old Slop Chest & make a Cap to drive [illegible]
[illegible]
[illegible]
[illegible] night there are some signs of Rain guess we will have some soon

Lat 06=42 S.
Long 139-12 West

[illegible]day 20th

Commences with light Steady winds from N.East Ship making about 7 knots per [illegible] middle and last part continues about the same. I have had all the old Muskets [illegible] up to day [illegible] the Bread broke out & Coopered found most all the Bread in very bad State [illegible] took some Rum and put in the Cask's I guess that will help it some
Lat 04-44 North
Longd 138.44 West

December 21st 1870
Wednesday "

Comes in with light winds & fine weather and Continues So throughout the day quite an excitement was raised onboard this afternoon Caused by the man aloft Sing out for whales I went up aloft myself at once expecting to See Sperm whales had the Ship brought to the wind with head yards aback & looked Sharp for about one hour but could See nothing So kept on our course S by East again I guess he must have seen a porpoise breach or Something of that kind

Lat 12.44 South
Long 154-41 West

Thursday 22nd "

Commences with very light wind from East & begins to haul ahead untill it gets to South & very light at 2 P.M hauls round to E S East again & we go our course Steering South on light Squalls of Rain to day I have painted the top of the after House to day & other little jobs

Lat 14=00 South
Long 158=46 West

Friday 23rd "

To day we have had a light variable wind throughout heading from South to S S West we have hauled out the old Mainsail and had a general clean out to day and other Small jobs too many to mention thermometer has stood at about 92 all day

Lat 16=26 South
Long 159-25 West

ber 1870
nday 24th

Comes in with light winds from S-East and continues fine throughout the day raised land at 2 P.M ahead the Island of Whytootake at 3 P.M Saw two Ships the Alaska and Hellen Snow at five P.M. Came up with them and lowered the 2d Boat and went on board found they were after trade at the Island

ay 25th

So also we have fine weather throughout went on shore at eight A.M in company with Capts [illegible] & Campbell found plenty of trade but no Sweet Potatoes took dinner at the Missionary's and found them very nice people Mr. Royal has his wife & one Daughter there & have been here since 1839 at four P.M came onboard & kept away for Roxborough Island in company with Alaska & Hellen Snow

day 26th

This day we have fine weather throughout at ten A.M. Capts Kish & Campbell came onboard the Sea Breeze & we all spent a very pleasant day at four P.M Came up with the Island of Roxborough tacked Ship & laid aback to wait for the other two Ships the Sea Breeze having about thirty miles ahead of them [illegible] ten o'clock

Bark Sea Breeze bound from Honolulu

December
Tuesday 27

To day we have fine weather
all day at 7 a.m went on shore
to trade but found no [illegible]
there are plenty at the [illegible]
town we all dined at the
Missionary's & had a pleasant time
at four P.M I came onboard
intending to go to the next [illegible]
but found about half the crew
had refused duty I went forward
& called them all aft to hear
their complaints they all came
and their complaint was against
the [illegible] the mate & Cooper I gave
them to understand that if they
behaved like men they would be
used as such & if not I would
use them according to their actions
the most of them are a hard set
& I expect trouble from them before
we get Home but let them try
they will find they have got a
hard knot to crack

Lat 23=06
Long 160=24

Wednesday 28

Commences with light winds from
S East & continues light throughout
the day nothing of note [illegible]
on board to day except [illegible]
the [illegible] in the [illegible]

Thursday 29

To day we have fine weather
throughout Ship heading [illegible]
making about five [illegible] miles [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

mber 70.
ay 30th

Comes in with light weather the Trades Still continue very light with heavy Swell from S.W.ward no Sign of change yet I have been busy to day put on [illegible] & [illegible] of cabin paint

Lat. 25-16
Long 162-57

day 31st

To day we have light winds as usual but the Swell has gone down Some to day we have sent down the Fore Top Sail for repairs and have bent a new one all ready for heavy weather

Lat 26-12
Long 162-57

ary 1871
day 1st

Comes in with good Steady wind from N.West Ship Steering her course through the day S.East making the best run we have had for Some time the weather continues clear & warm through the day but I notice a slight change in the evening also have seen lightnis now

Lat 30-16 South
Long 161-54 West

day 2nd

Comes in with light winds from the N.W. and rather baffling winds and past half the Season we had a heavy Swell from S.West & [illegible] wind until 6 then [illegible] it is [illegible] heavy & light wind to the Ship Looks [illegible] Strongly [illegible] we Shall have Some rough weather Soon

Lat 30-34
Long 161-8

Bark Sea Breeze bound from Honolulu

[illegible] 18

Tuesday 3d

At 3 = A.M. this morning wind
light with occasional Squalls of
Rain the heavy Swell Still
Bar m — I came on deck at 5 A M [illegible]
30 1/10 — & [illegible] [illegible] [illegible] [illegible] [illegible]
top Gall Sails furled & mainsail
Suddenly hauled at 6½ A M to
& came down in heavy Squall
carried away our Spanker gaff &
Some other Sail Topper Round
Ship got the Ship off before the
wind & top sails Clewed [illegible]
main top saill close Reefed the
Squall lasted about two hours be
a white feather foam all this
time the Sea was quite Smooth
Bar m — Continues to blow very hard
30 1/10 — Through out the day with heavy
Cross Seas running & Ship rolling
hard all this time the Sky
quite Clear & bright Sunshine
makes it curious I think we m
be on the last end of a Hurrican

Lat 52 = 06
Long 159 - 39

Wednesday 4th

Comes in with heavy Gale from
S-West Ship Steering E-S-East unde
close Reefed top sails and Foresail
last night we had the roug
Bar m — time I ever Experienced at Sea on
30 — account of the heavy Cross Sea
at two oclock I went on deck the
then running like mountains I thought
would heave the Ship to but found
would be dangerous So kept on runn
at [illegible] oclock a heavy sea boarded
[illegible] away all the [illegible]
deck 3 hogs &c unshiped the waist bo
forward [illegible] [illegible] [illegible] managed to Ste
her though badly Stove at 8 A M Sea
a little more Regular but continues to
blow heavy untill four P M begins
moderate

to New Bedford R. D. Wicks Master

uary 1871

sday 5th

Commences with light winds with considerable Swell after the blow middle part Still lighter last part Calm we have been fixing up things after the Gale to day commenced a Spanker Gaff &c we have got no Stick fit for one so we have got to make our Spanker Smaller but that is all right for it was to large for the Ship before Oh dear me it is So lonesome here I dont know what to do with myself the last end of a voyage is So long I all most wish I was bound North

Lat 34-28
Long 153-41

ay 6th

Comes in with light winds from S.W. middle nearly calm last part wind hauls to East with Steady breeze & fine weather throughout the 24 hours Cut the Spanker over to day & [illegible] it also the Gaff [illegible] [illegible] [illegible] [illegible] broke out [illegible]

Lat 34-41
Long 15-01

day 7th

Commences with fine Steady breeze from E S East & continues So through the Day to day we have finished mending the fore top sail & stowed it away ready for use bent the Jib this afternoon at 4 P.M. I See two fish breach to windward I Supposed them to be Sperm Whales but I went aloft & could not See them again & it being late in the day of course we made nothing by that

Lat 36=44 South
Long 152-54½ West
4= P.M.

Bark Sea Breeze bound from Honolulu

January 1871
Sunday 8th

Commences with Strong wind
E.N.East Ship Steering S.S.East Mai
Bar 11 knot per Hour at 8 A.M. all
30 5/10 [illegible] took in Royals low to Gall Sa
& fly jib at ten A.M. took in Ma
to Gall Sail double Reefed Fore top
continues to breeze at Eleven doubl
Reefed Maintop Sail & furled the
Main Sail Ship making about
at twelve Oclock continues to
with Rain [illegible] reefed Fore [illegible]
Maintop Sails Got all the Pig's
other Stock Housed & battined down
the Hatches covered the Skylight
at one P.M. blowes a heavy Gale
4 P.M. much Rain at two P.M. wind hau
Bar to North got the Ship before it
30 1/10 [illegible] [illegible] on the Fore Sail & mai
falling top Sail & let her Run continue to
blow untill Six P.M. wind Sud
Moderated with hardly wind enough for
the night to keep the Ship Steady

Monday 9th

Commences with Moderate wind from
N-West all Sail out Ship Steerin
S.E. by S at 10 A.M. begins to
10 A.M. blow again with thick weather
Bar to Shorten Sail at 12 M. under
29 5/10 reef's again Running before it
tremendously at two P.M. I thi
of furling the Main top Sai
and Run under fore Sail but
guess I will wait a little
Sea is not very Ruff it has
1 P.M. chance to [illegible] it blows
Bar at five P.M. begins to moder
29 9/10 and Sea rise Shook one reef
rising the main top Sail continues
moderate at Six set the Mai
top Gall Sail wind light
and the heavy [illegible] [illegible]
a caution to poor Rigging

Lat 41 - 54
Long 147 - 30

nuary 1871
ay 10th

Comes in with good weather and Strong breze and continues about the Same throughout the day I have been fixing the Band on Fore Yard to stand the straining of the Bands & putting on lashings to prevent the Iron from working when the Yard swings also put a pennant through the hole of the main top Gal Mast over the Cap as the Trussle trees are both broken and in dainge of letting the Mast down

Lat 44-22 S
Long 145-13 W

sday 11th

To day we have good wether all through with light wind right aft & heavy Swell Running from the West & Ship Steering S by South & now that She rolls through it Seems as if She was trying to see how hard She could roll I have done almost nothing to day as it is as much as much as a fellow can do to Stand on deck

Lat 45-56
Long 141-08

ay 12th

Comes in with strong wind from N West with Rain continued to freshen until 2 P.M. we are under close Reefed top Sails & Fore Sail Run until 8 P.M. when it blew almost a Hurricane hove the Ship to under Storm Sails & Ship layed quite easy through the night until 7 in the morning

No. Obs.

Bark Sea Breeze bound from

January 1871
Friday 13th

Comes in with heavy wind from west at 8 this morning kept her before it Steering East Set the Top Sail reefed & fore Sail at 10 at the moderates a little turned the reefs out the main top Sail & Run with that Sail through the day. We have got three Sick men Forward one of them quite bad & have been bleeding him this afternoon his blood was very black & quite thick at first but soon became clear & run nice this is my first expriance at Bleeding person & Sincerely hope it is the last

Saturday 14th

Lat 48-09
Long 134-01

Comes in with light wind from the South & continues So throughout the day I have made two Jack Stays for the main royal yard to stay and put them on and other Small jobs to numerous to mention

Sunday 15th

To day we have had a strong wind from the west with rain Ship running before it Steering East

Barom.
30 4/10.

Honolulu to New Bedford R.D. Hicks Mas

January 1871

ay 16th

Comes in with Strong wind from west with heavy Sea running Steering E by North continues to keep Strong throughout the day

ay 17th

Commences with Strong Breeze from the west with heavy Squalls of rain this afternoon wind
10 freshens Shorten Sail run under double reefs throughout the day

Lat 51 S.
Long 113 40

ay 18th

Comes in with strong wind from W-S-W with heavy Squalls Ship under double reefs & courses Steering E by North by Compass 16 Deg's variation
10 to East continues about the same

Lat 51-51
Long 111 02

ay 19th

Comes in with Strong wind but quite Steady Set the Main top Gall Sail latter part comes on tremendous heavy Squall of Snow & Hail took in sail & double
10 reefed again

Lat 53-20
Long 106 00

ay 20th

Comes in with Strong wind from west with rain & fog & continues so throughout the day

Lat 52-40
Long 15-30

Bark the Breeze of bound

January 1871
Saturday 21st

Comes in with strong wind from West with thick rainy weather continues so through the day See a great many large bunches of kelp to day it is very cold to for [illegible] time [illegible] year I am afraid [illegible] these [illegible] [illegible] [illegible] not unless we see them in the day time

Sunday 22nd

Comes in with good whole breeze from W.N.W. [illegible] rain and very thick cloudy raised a Bark this morning at daylight about 8 miles of on our lee quarter steering same as us with studding sails all over him about ten A.M. wind hauled aft so he gained on us and came up within a mile at seven wind hauled on our quarter and we soon left him astern

Monday 23rd

Comes in with light wind West & good weather the stranger gains on us again because the wind is light & he have his studding sails at the [illegible] he is up within a half mile of us So I have kept away a point & half to bring the wind on our quarter & the way we leave him now it is a caution [illegible] all Clippers at [illegible] [illegible] he is allmost out of sight So keep our course again

uary 2
day 24th

Comes in with light wind from west & fine weather at day light this morning the Stranger is almost up with us again and gaining because the wind is so light at 2 P.M he is with in eighth of a mile & set his colors we answered then he made signals but we could not make them out [illegible] [illegible] a Gearman

day 25th

Comes in with light wind from West & good weather this Stranger is right Abeam of us now with a cloud of flighing kites on but hold on old fellow wait till the wind hauls at three P.M he is about 4 miles ahead when the wind hauls to North so we brace our yards & pass Mr Gearman in good style & bid him good bye & see no more of him

day 26th

Comes in with fine weather and steady breeze from the N.West at seven o'clock this morning saw the Land ahead the Diego Islands one ship in sight to windward at ten A.M passed the Diego's at two P.M saw Cape Horn weather continues very fine through the day at seven P.M passed Cape Horn & Cape Deceit steering N.E.½ North

Lat [illegible] S
Lat at 2 P.M Long 67 31 W

Bark Sea Breeze bound from

January 1881
Friday 27th

Comes in with fine weather and light wind from North Ship heading from N East to E N East making about Six knots per hour no Ships in Sight to windward Staten Island bearing North [illegible] miles dist [illegible] [illegible] [illegible] [illegible] Standing at [illegible]

Bar
[illegible]

Lat 55-54 S
Long 63-18 West

Saturday 28th

Commences with fine weather & light wind from West Ship making about Seven knots per hour three large English Merchantmen in Sight Steering E by North Suppose they are bound to England continues to be very fine through the day Sea as Smooth as a Mill Pond

Bar
29 4/10

Sunday 29th

Comes in with fine weather & light wind from the North See Seven large English ships three running one following signalized [illegible] but we could not make [illegible] out as we had no book So we ran close under his Lee [illegible] and then [illegible] away from [illegible] in about 8 hours he was Hull down astern & had more Sail than we did

See three [illegible] to day

Bar
29 6/10

Monday 30th

Comes in with thick fogg & light wind from North latter part [illegible] [illegible] [illegible] 8 P.M. [illegible] [illegible] at Six P.M. furled [illegible] [illegible] at 8 P.M. furled the mainsail [illegible] Deck with very Smooth Sea almost [illegible]

Bar
29 [illegible]

Lat 51-30
Long 53-40

uary 1871
y 31st

Comes in with strong winds from [illegible]
With thick fogg Still [illegible] [illegible] Reefs
at two P.M. fogg began to [illegible]
away clear for about two hours come
in thick again & continues So
through the night

ary 1871
day 1st

Comes in with thick nasty weather
wind N.N.East at ten A.M. wind
hauls to N.West & moderates Some
Shook out the Reefs & made all
Sail wind hauls again to West
Ship Steering N.N.East heavy Sea
running ahead owing to the wind
letting go So Sudden fuige how
She does go into it [illegible] to me
She must jerk the Mast out of her

See a Whale to day
Supposed to be Sperm

Lat 49-45
Long 49-30

day 2nd

Comes in with light wind from
West & [illegible] at [illegible] & comes in
thick fogg & continues So through
the day Sea has got more Regular
So She goes along nicely heading
E.N.E.

Lat 47-30
Long 46-53

y 3rd

Comes in with fine weather with
light dry fogg continues So until
2 P.M. it clears off & have
nice weather the rest of the day
Sea as Smooth as a Mill Pond
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
is N.West

Struck a Porpoise [illegible]

Lat 46-18 North
Long 42-41 West

February 1871
Saturday 4th

Saw one finback to day

Saw [illegible]

Come in with fine clear weather and light wind from N.W. West & smooth sea continues so through the day Ship making about [illegible] [illegible] hauled [illegible] [illegible] [illegible] on board at day very part. I have [illegible] evening [illegible] for [illegible] [illegible] and feel Home Sick untill I have almost [illegible] the [illegible]

Lat 44-00 S
Long 39-40 W

Sunday 5th

Comes in with light air from North and [illegible] N.W. dies away Calm & continues so through the day one Ship in sight Steering to the [illegible] or trying to [illegible] Oh dear how very tedious it is to have a calm at sea & it does look as if we should have it calm for a week

Lat 43-09
Long 37-27

Monday 6

Commences with light wind & good [illegible] [illegible] at East [illegible] part Comes in cloudy with Squalls of Rain wind [illegible] but [illegible] to at East heavy Swell coming up from N.W. West last part thick Rainy weather & fresh breeze

Tuesday 7th

Comes in with strong wind & [illegible] with thick foggy weather Ship heading E.N.E. close hauled the middle and latter part Continue the same

Honolulu to New Bedford R. D. [illegible]

ry 1?
ay 8th

Comes in with light wind from North & fine weather middle part the wind hauls to N. East heavy swell running from North causing the ship to pitch like a Battering Ram last part more moderate & fine weather

Lat 39.30
Long 35.59

ay 9th

Commences with strong breeze from N-East with unsettled weather middle part dies away calm and continues so through the day one sail in sight at day have sent down the Main Topsail for repairs & sent up the old one finished mending the sail & stowed it away ready for use

Lat 38=17
Long ——

y 10th

Comes in with strong breeze from N East middle part freshens with squalls of rain latter part wind lays all round the compass light baffling and plenty of rain at Seven P.M. clears up a little & wind comes from N East again

Lat 36=35
Long ——

day 11th

Bark Sea Breeze bound from Honolu

February 1871
Sunday 12th

Comes in with light wind from North and good weath & continues so through the day

Monday 13th

To day has been nearly calm all day Sent down the main top Gall Sail for repairs and other Small jobs

Tuesday 14th

Comes in with light wind from N East with Squalls of rain middle part died away calm latter part breezes up from North

Wednesday 15th

Comes in with strong breeze fro N West with rain and heavy Sq from N East continues So nearly a day

Thursday 16

Caught one skip jack this morning

Commences with dead calm clea weather & quite hot middle p some light cats paws from N latter part a light wind come up from N East Ship Steering by the wind to the westward

Friday 17th

Comes in with with light bree from N W West middle part a dead calm latter part light wi from S West continues So unti 8 bells & dies away calm ag to New Bedford R. D. Wicks Master

1871
day 18th

Comes in with light wind from North with rain middle part pouring rain latter part clears up and wind freshens Ship heading E by East.

Lat 25-30 South
Long 28-20 West

day 19th Caught one Skip Jack

Comes in with fine clear weather and light breeze from North & Continues So through the day

Lat 27-24
Long 26-29

day 20th Caught one dolphin

Commences with Strong breeze from the North Ship heading E by East 2 P.M. Tacked Ship & Stood to the westward the latter part wind freshens but continues clear throughout the day

Lat 25-39
Long 24-02

day 21st

Comes in with Strong breeze from the North and clear weather Ship on the Eastern tack through the day

day 22nd

Comes in with light wind from North & clear middle part wind hauls to N-East and continues So latter part light Squalls of rain

Lat 24=12 South
Long 22=37

day 23rd

Comes in with fresh breeze from N.E. and Squally middle part clear breeze freshens latter part wind moderates again one Sail in Sight

Lat 22=12
27=12

1

Bark Sea Breeze bound from Hong

February 1871
Friday 24th

Comes in with light breeze from E.N.E and pleasant weather Ship close bye the wind heading [illegible] making about 5 knots per hour

Lat 22-02
Long 25-01

Saturday 25th

Comes in with light pleasant weather wind E N'East & continues so throughout the day have been busy to Setting up Main Rigging & wetting Hold

Lat 15-17
Long 26-17

Sunday 26th

Comes in with fine weather & wind E N'East at daylight saw a Sail ahead Came up with her & Spoke proved to be the Eng Bark Rivelyoh from Bolivar

Lat 16-52
Long 26-41

Monday 27

Comes in with light wind from N.N.E & hauls gradually to N.W. go on the Eastern tack weather continues fine

Tuesday 28th

Comes in with fine weather & wind from N.N. West continues so throughout the day

[illegible]
[illegible]

Lat 14-41
Long 28-20

March 1871
Wednesday 1st

So day comes with light baffling winds & light Squalls of rain one ship in sight

Lat 1[illegible]-53
Long [illegible]-13

to New Bedford N G Wales Master

ch 18
day 2nd

To day we have light winds from the North Ship on different tacks trying to get to the South the Sail in sight

Lat 12 56
Long 29 57

y 3rd

This day we have light wind from E N E & good weather through the day Several Ship's in Sight all bound to North

Lat 11-50
Long 30-27

day 4th

Comes in with fine weather & light wind's barriaing from E.N.E- to N E by N- one Ship in Sight

Lat 9-50 South
Long 30-58 West

day 5th

Comes in with fine weather & light wind from E N East middle and latter part the Same

Lat 7-44
Long 31-17

day 6th

To day we have a good whole Sail breeze from E S East with Squalls of Rain Ship Steering S E East four Sail's in Sight to day

Lat 5 16
Long 31 04

day 7th

Comes in with light wind from E.S.East with Squalls of Rain middle part more Steady latter part heavy Squall's of Rain with thunder & lighting wind light and baffling

Lat 3-38 South
Long 31=72 West

March 1871

Wednesday 8th

Caught one Shark to day

Comes in with light baffling
winds with Squall's of Rain m
& Latter part the Same on
Sail in Sight to leward

Lat 2=06
Long - - -

Thursday 9th

Comes in with fine weather and l
wind from East heavy Swell from
Bar. North Continues fine untill 5 P.M
30 9/10 begins to be Squaly

Lat 1=17 South
Long 31=56 West

Friday 10th

Comes in with clear weather an
Bar. light Steady breeze from East La
30 3/10 part Nearly Calm two Sails in sigh

Lat 00=15 North
Long 32-15 West

Saturday 11th

Caught three Porpoises to day

Commences with light baffling wi
from East to N.East & light Squa
of Rain middle part the Sam
Bar. Latter part Squally with much
30 3/10 Thunder & Lightning one Sail
in Sight.

Sunday 12th

This morning we have got the
Trades quite Strong from N.E.
heavy Swell from North Continui
Strong breeze throughout the day

Lat 3-40 North
Long 33=56

Monday 13th

Comes in with Strong trades from
N.East and good weather Swell
Continues from North

Lat 5-40
Long 35-5[illegible]

rch 1871
iday 14th

Comes in with Strong Trades from N. East Swell a little more regular afternoon breeze rather moderates

Lat 8=12
Longt 38=04

day 15th

Comes in with Strong trades Ship making about 9 knot per hour Continues good weather throughout the day

day 16th

Comes in with Strong trades and light Squalls Ship by the wind heading N N West

y 17th

Comes in with Strong trades Fore top Gall Sail fly jib and Gaff top Sails furled Ship making about 7½ knot

aday 18th

This day begins with light trades and continues So through the day Clear weather & good day for painting &c

Lat 17=10 N
Long 45=44 W

ay 19th

Light wind from N.N.E and good weather throughout the day last part the wind freshen's Some

Lat 18=10
Long 47=51

iday 20th

Comes in with Strong Trades & a little Squally heavy Swell from N.W. causing the Ship to pitch fearfully continues fresh breeze until Six P.M. wind moderates Some See one Ship to westward

Lat 20=30
Long 50=03

Bark Sea Breeze bound from Hon

March 1871

Tuesday 21st

Comes in with good wholesail breez
from N-East and fair weather Sen
up some of the Head rigging to
latter part light Squalls

Wednesday 22nd

Comes in with light wind fr
East N-East middle part haules to
S East with fine weather throughout

Thursday 23rd

Comes in with light winds from
S.E and fine weather middle
& latter part the same

Lat 25=54
Long 54=48

Friday 24th

Comes in with fine weather &
light wind from S-East middle
part the same latter part wind
haules to S.S.E

Lat 27=34 N
Long 56=54 W

Saturday 25th

Comes in with light wind from
the West & Squally middle part
wind haules to N-West latter
part baffling between N & W – & hu

Lat 28-11
Long 53-04

Sunday 26th

Comes in with light baffling
winds from the North middle &
latter parts Calms and light
breezes good weather throughout

Lat 29-27
Long = =

rch 1871
day 27th

Commences the first part calm at 8 A.M. light breeze from S.East hauls gradualy round to W.S.W with fresh breeze & good weather at ten P.M. took in Top Gallt Sails

Lat 29-35
Long 60=15

day 28th

Commences with Strong wind from W.S.West Steering N.W.½ North under double reefed top Sails at 9 A.M took a heavy Squall from N.West that took all the wind away with it left us with calm & much rain weather looks very musty which I Suppose is on account of our being in the vicinity of Bermuda Isls about one P.M. wind comes light from W.S.West & freshens gradualy untill 5 P.M it blows hard with threatening weather Ship under double reef's & courses & jib at 8 P.M furled mainsail & jib continues to blow untill ten P.M wind hauls to N.West & blows a Gale

sday 29th

Commences blowing a Gale from N.West Ship laying under close reefed main top Sail S.taysail & Spencer Clear & cool with some Squalls at 3 P.M wind moderates but does not haul any passed a Merchant Bark with close reefs

Lat 32-16
Long 64 [illegible]

sday 30th

Comes in with light wind from N.W middle part calm and continues so through out the day

Bark Sea Breeze of New Bedford

March & April 1871
Friday 31st

Comes in with Strong bre
S-West & Squally at 5 A.M. took
in Top Gall Sails ten double
Bart the top Sails continues to
30=28 with heavy Squalls at Eleven
hauls to West & blowes a Gal
hove the Ship to under clo
reefed main top Sail at 3
begins to Moderate at four
the top Sails double reefed & con

Lat 33=48
Long 63=20

April 1871
Saturday 1st

Comes in with light breeze fr
Bart N-West heavy Sea running in all
30=30 directions middle part calm and
good weather at 3 P.M. begins
thicken up again at four light
Bart breeze from SSW with Thunder
30=28 plenty of Rain

Lat 34=26
Long —

Sunday 2nd

Commences with Strong wind from Sou
& Squally took in top Gall Sails & double
Bart at 4 A.M. wind hauled to SWest with
30=20 heavy Squalls hove the the Ship to hea
SSEast at 8 A.M. the wind was inc
to almost a Hurricane Split the fore top
Staysail Goose winged Main Top Sail
Main Spencer Sheet aft Ship Lays well
sea Smooth See one brig on the le
Bart 3/4 mile off suddenly disappeared continues
30=00 blow at two P.M. wind Shifts to
N West causing the Sea to rise fear
Ship labours hard but does as we
as can be expected in such a Ga
at 4 P.M. wind gets more Ste
Bart with much Rain which knocks the
29=75 Sea down Same at ten weather
begins to moderate

Judge Lat 33=00
Long 60=40

Bound to N.Bed R D Weeks Master

ril 1871
ay 3rd

Comes in with Strong breeze from N West & good weather middle part light heavy sea running throughout the day watches employed fixing up after the Gale

Lat 35=03
Long 64=15

ay 4th

Comes in with strong breeze from S West & squally Ship Steering N West all sail set at 8 AM took in the Gallant sails & double reefed at ten close reefed main & furled fore top sails at 12 M wind moderates but weather looks bad at two PM wind comes to NW & blows a Gale hove the Ship to on the St Tack heading Southward at 8 PM wind increases to a fearful Gale but clear weather & no squalls furled Main Top Sail & layed the Ship under reefed Spencer continues to increase untill twelve oclock begins to moderate some but still blows very heavy

iday 5th

Comes in with fine clear weather but the Gale still continues Ship laying all day under goose winged Main Top Sail latter part weather looks better & wind moderates some

ay 6th

Comes in with light breeze from N West with signs of rain latter part fine weather but wind still continues N West see a small brigg English signaled

Lat 36=04
Long 65=26

ay 7th

Comes in with calm & fine weather middle part light breeze from S West at 8 PM wind hauled to W S West continues light

Lat 36=01
Long 66=15

Bark sea Breeze bound from

April 1871
Saturday 8th

Comes in with light breeze from W-S-West with Smooth Sea & Splended weather at ten A.M. entered Southern edge of the Gulf Stream See one brig Steering South continues fine weather untill 5 P.M comes in thick fogg & lasts all night

Lat 37=14
Lang 67=47

Sunday 9th

Comes in with light variable wind & calms middle part the same lat. part comes in thick fog & breeze from North See one Steamer to day

Lat 40=08
Long 67=38

Honolulu to New Bedford R D Wicks Master

Money taken up by Wm P. Gray for Barque Sea Breeze

1870		$	c	$	c
Nov 12th	Drawn on Bishop for	4000	00		
"	" "	662	00		
"	" " Hall & Whitney for	2080	00		
"	" " " "	50	00		
"	" " " "	258	75		
" 17th	" " " "	500	00	7575	75

Ships Accounts Kept by A, P, Gray

1870 July 29d — Settled at Honolulu

Artic Ocean got from Barque Champion of Edgartown three Casks of Bread containing five hundred & sixty four Gallons at 2½ lbs to a Gallon to be paid at the Islands market Price ranging there at the time the Gallons of casks to be replaced again at the Island

189
188
187
564

Also one sledge coil of rigging 3 inch rope 70 lbs & one cagg of black lead paint weighed 50 lbs one third being out we mark it 35 lbs to be paid for at the Sandwich Island,

---

May 1870 — Settled at Honolulu

G Artic Ocean Got from Barque Elizabeth Swift Capt Bliven
3 Saw files
2 flat " 9 inches long
2 Gimlets small size
1 Brad awl
1 small paper of iron tacks
1 " piece of letter
2 New hand spicks
3 small tea spoons puter

May 1870 — Settled at Honolulu

Artic Ocean Got from Barque Oliver Crocker
2 small Gimlets
1 paper of iron tacks large size
2 saw files
2 Brad awls
1 large 12 inch file
1 half round file 6 inch
1 old pole hamer
2 white oak Buts

May 1870

Artic Ocean Got from Barque Fanny Capt Williams
4 lances
2 scrapers
1 small Bottle of ink
3 white oak Buts

June " — Settled at Honolulu

Artic Ocean Got from Barque Alaska Capt Fish
3 saw files
½ doz iron tea spoons
1 small paper of iron tacks
1 scraper
¼ Bul of Black smith Coale

in the Artic Ocean A D 1870

July 1870 Artic Ocean Got from Barque John Howland Capt [illegible]
3 ships scrapers
22 lbs of Lead

July 1870 Artic Ocean Got from Barque John Wells Capt Dean
2 Coffee Mugs
2 do socers
10 lbs of lead 7½ 1 20

Settled Honolulu

June 1870 Artic Ocean Got from Barque Emily Morgan Capt Dexter
7 pairs of Blankets 6$ a pair 42 00

Settled for in money

August 1870 Artic Ocean Got from Ship [illegible] of Honolulu Capt. [illegible] the
1 coil new lead line 45 fathoms to be replaced at the Islands in the fall
5 [illegible] new [illegible]
2 pairs of Seamens neck Comforters for self

Settled at Honolulu

These articles above all to be paid for at the Islands next fall as none of them is or has been settled for yet up to date (Aug 18th 1870)

Oil Cask & Stowed down in the Hold

On board Barque Sea Breeze A.D. 1870

W. P. Gray Master;

Gallons	Bar'ls
305	
244	
304	
300	
210	
155	
155	
171	
98	
115	
100	
135	
256	
217	
2765	87½

Stow'd down 14th July 1870

Gallons	Bar'ls
105	
164	
138	
237	
202	
212	
200	
224	
1482	47

Stow'd down 14th July 1870

Gallons	Bar'ls
356	
231	
227	
328	
205	
186	
187	
328	
356	
210	
129	
94	
100	
107	
304	
155	
3506	111½

Stow'd down 8th August 1870

Gallons	Bar'ls
262	
125	
276	
202	
168	
301	
189	
179	
253	
320	
255	
277	
314	
146	
313	
184	
200	
3964	125½

Stow'd down 9th August 1870

Gallons	Bar'ls
279	
284	
115	
120	
234	
231	
279	
246	
282	
233	
216	
356	
128	
3003	95

Stow'd down 25th August 1870

Gallons	Bar'ls
233	
234	
294	
248	
268	
266	
1543	49

Stow'd down 2d Sept 1870

Gallons	Bar'ls
250	
120	
114	
296	
258	
255	
304	
261	
254	
256	
252	
276	
2896	91½

Stow'd down 25th August 1870

Gallons	Bar'ls
326	
306	
208	
289	
255	
228	
108	
150	
166	
100	
282	
255	
306	
264	
3243	103

Stow'd down 6th September 1870

Gallons	Bar'ls
299	
209	
287	
260	
109	
224	
240	
285	
249	
224	
107	
2493	79

Stow'd down 14th September 1870

Gallons	Bar'ls
280	
310	
272	
260	
199	
251	
253	
127	
228	
162	
195	
143	
2680	85

Stow'd down 2d September 1870

Gallons	Bar'ls
194	
177	
145	
125	
179	
167	
114	
179	
123	
100	
90	
187	
150	
222	
119	
196	
2467	78

Stow'd down September 25th 1870

Gallons	Bar'ls
151	
138	
250	
151	
141	
130	
961	30

Stow'd down 12th October 1870

Gallons	Bar'ls
208	
280	
300	
161	
54	
184	
118	
160	
220	
233	
153	
187	
248	
150	
295	
177	
200	
151	
154	
172	
3805	120½

Stow'd down 30th September 1870

Gallons	Bar'ls
320	
178	
198	
197	
262	
196	
158	
145	
150	
180	
177	
176	
164	
180	
139	
157	
172	
134	
136	
178	
3602	114

Stow'd down October 3rd 1870

Gallons	Bar'ls
136	
147	
165	
176	
131	
186	
197	
160	
222	
160	
166	
234	
190	
193	
152	
160	
2775	88

Stow'd down 11th of October 1870

Gallons	Bar'ls
141	
148	
150	
133	
256	
191	
156	
170	
159	
150	
1654	52½

Stow'd down 10th of October 1870

Gallons	Bar'ls
164	
192	
150	
149	
189	
235	
1079	34

Stow'd down 14th October 1870

1388 Bbls of oil Stow'd
on board of Barque Sea B
October 14th 1870 this is fr
July to date of this yea

R. D. Wicks in Account with [illegible]

1868		Dr	Cr
August "	[illegible] for [illegible]	[illegible]	[illegible]
ctober 3rd	To Capt Chas W Fisher for " "	[illegible]	[illegible]
October 0th	" " " " " " " "	$ 5 00	— Gold
ctober 28th	" " " " " " " "	$ 3 75	— "
ctober 31st	" " " " " " " "	10 00	— "
ovember 9th	" " " " " " " "	10 00	— "
ovember 13th	" " " " " " " "	10 00	— "
ovember 23th	" " " " " " " "	10 00	"
ovember 28th	" " " " " "	10 00	"
ecember 4th	" " " " " "	20 00	— "
1869	1869	1869	
arch 20th	" " " "	$ 15 00	— "
ly 24th	five lbs Oil Soap =		
mber 25th	To Cash	$ 10 00	"
" 30th	" " =	$ 20 00	= "
ecember 7th	" " =	$ 20 00	= "
" 10th	" " —	$ 15 00	— "
" " 14th	" " =	$ 20 00	= "
" " 20th		$ 10 00	"
1870			
ovember 25th	To Capt Grey for Cash Received	$ 60	
" "	" " " " Bed. Blankets. Coat & Cot	$ 23 00	